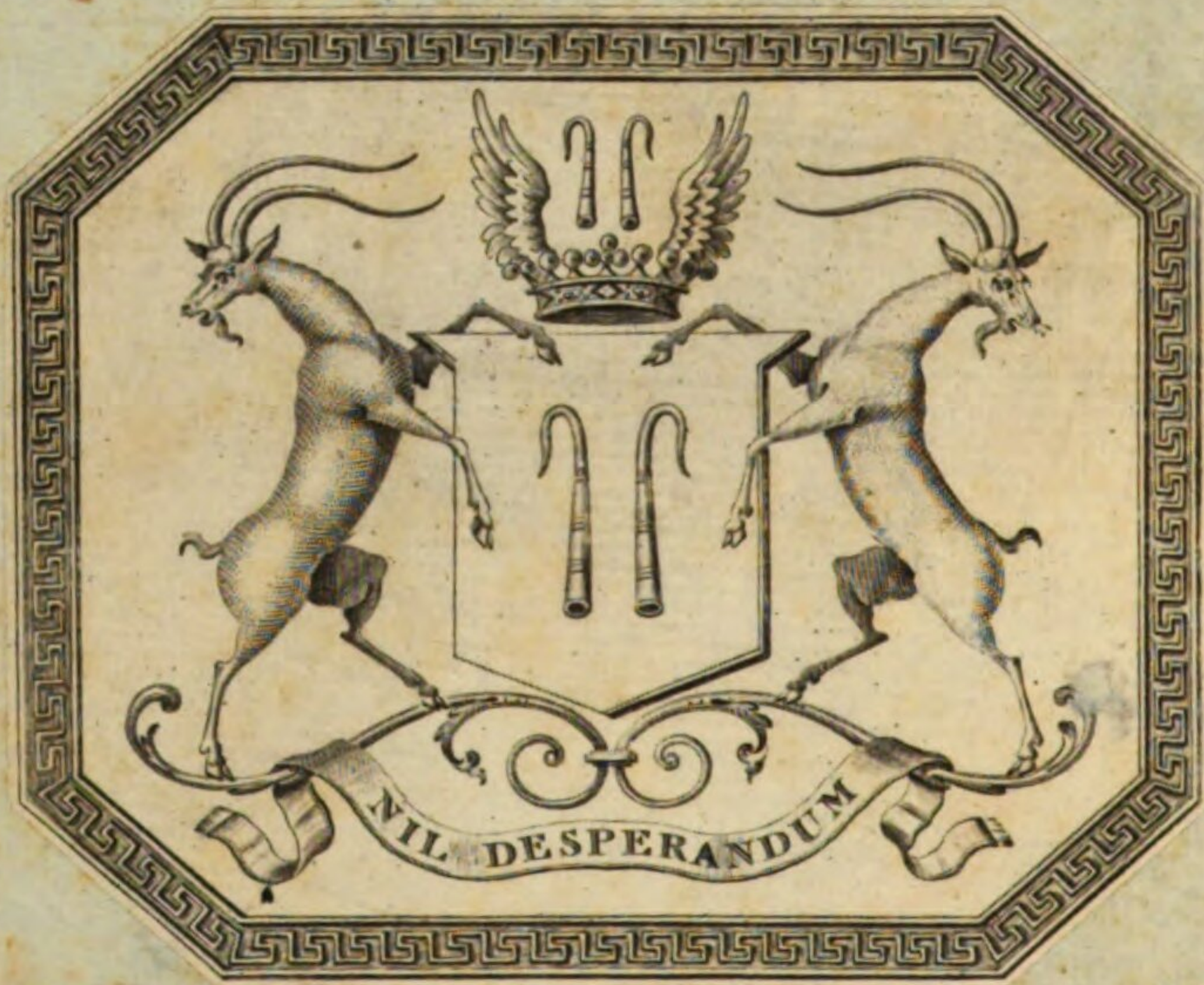


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NAVAL CHRONOLOGY;
OR,
AN HISTORICAL SUMMARY
OF
NAVAL & MARITIME EVENTS,

FROM THE TIME OF
The Romans, to the Treaty of Peace 1802.

WITH AN APPENDIX.

IN FIVE VOLUMES.

VOL. I.

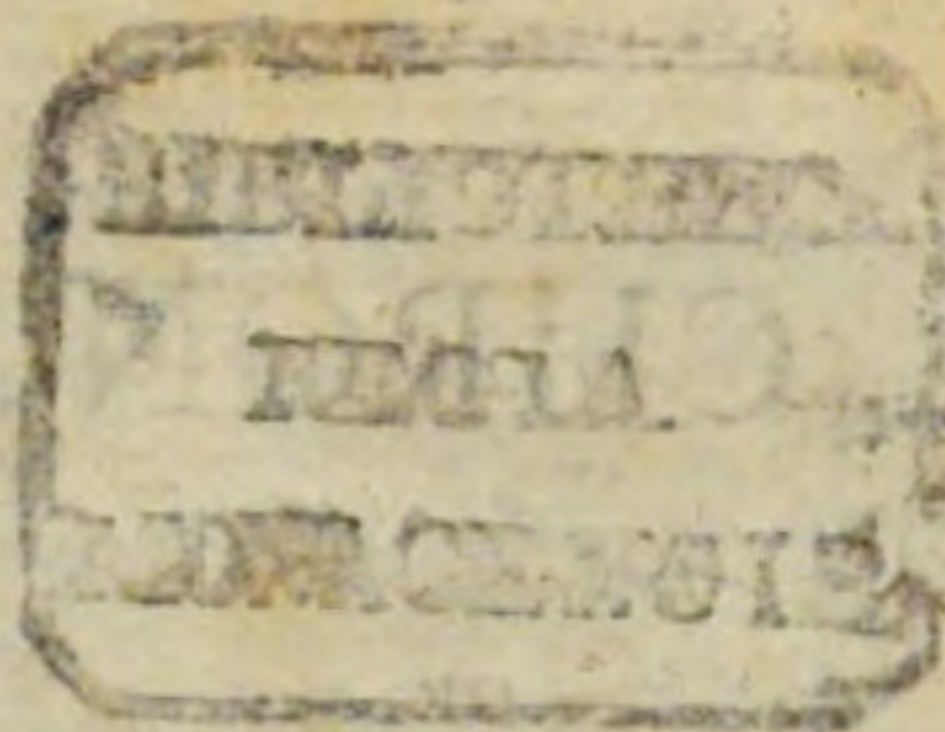
BY ISAAC SCHOMBERG, Esq.
CAPTAIN IN THE ROYAL NAVY.

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1802.



NAVY DEPARTMENT

WASHINGTON

DECEMBER 18

1892

TO THE SECRETARY

NAVY DEPARTMENT

WASHINGTON

DECEMBER 18

1892

TO THE SECRETARY

NAVY DEPARTMENT

WASHINGTON

DECEMBER 18

1892

TO THE RIGHT HONOURABLE

SAMUEL LORD VISCOUNT HOOD,

ADMIRAL OF HIS MAJESTY'S WHITE SQUADRON, AND

GOVERNOR OF THE ROYAL HOSPITAL,

AT GREENWICH.

MY LORD,

DEDICATIONS are generally meant either as compliments to Men of Genius, or to those in exalted situations.

Your Lordship might with equal propriety claim one on these principles, especially from the very eminent and distinguished services which, in the course of this Work,

VOL. I.

a

you

you will appear to have rendered your country.

On this account, and from a sense of the truest gratitude for the steady patronage which I have experienced from your Lordship for many years., I have been induced to inscribe it to you, as the only means I have of assuring your Lordship, that I shall ever retain a just sense of the honour done me, and that I remain,

With much respect and esteem,

Your Lordship's

Most faithful and obedient Servant,

I. SCHOMBERG.

LONDON,

May 31, 1802.

INTRODUCTORY PREFACE.

THE task which I have undertaken on a subject already so ably handled by some of the most distinguished characters in the literary world, will not, I should hope, render this production less acceptable, especially as none on a similar plan has hitherto been introduced to the notice of the public.

It often happens that men who are bred to the naval and military profession, when unemployed in the service of their country, find themselves at a loss for some occupation to fill up the great vacuum resulting from the want of those professional and active pursuits to which they have been so much accustomed. There are no doubt many who from age, infirmities, and length of service, wish to retire in ease and comfort, and whose situation requires that certain degree of relaxation, which the fatigues of service, and change of climate may have rendered so necessary. Still, among the number, there are several to whom we are much beholden, for having employed not only their professional, but literary, abilities to the improvement and advantage of the respective services—a pleasure and satisfaction which every man must feel who is a sincere and zealous lover of his country.

Impressed with these ideas, and urged on by such examples, I was induced to devote my leisure moments in compiling the following sheets; having frequently, in the course of service, experienced the great utility that might

be found in a chronological abridgement of the naval history, with other maritime and nautical events, not only as a work which might afford some entertainment and instruction, but, more particularly as a book of reference.

The necessary connection between our civil and military, with that of our naval history, makes the latter, in general, very voluminous,—the thought naturally occurred, that a work of this kind would be considered useful to nautical men, and would also serve to refresh the memories of sea officers with those heroic and glorious actions of our ancestors, which should ever stand before us, as examples worthy our imitation.

As it will in a great measure shew the rise and progress of the British navy, I judged it necessary to commence its history at so early a period as that in which the Britons were constantly exposed to invasions from their neighbours. Perpetually harassed and insulted, they were roused to the exertion of national spirit, and they began to discover the natural strength of their situation, and how much, by the establishment of a powerful marine, they would be preserved, not only from the attacks of their invaders, but also against the great number of pirates which infested the Channel; such a force was soon found of the greatest advantage to the nation, for in the year of our Lord 288, by the desertion of a Roman general, who brought over with him a considerable fleet, which was united to that of the Britons, they became so formidable in their navy, as to claim the dominion of the sea; which was insisted on and confirmed by Edgar the Great, who compelled all the kings of Britain and the adjacent isles, to acknowledge his right and authority. The naval superiority and power which Great Britain has maintained ever since that period, notwithstanding the various obstinate disputes which have caused
so

so much slaughter, have been supported by her in opposition to the united maritime powers of Europe.

It is an object of amusement and utility for sea officers to be acquainted with the times of invention and introduction of the many mathematical and nautical instruments, charts, &c. by which we are enabled to traverse the immense ocean, in almost perfect security. The near approach to the discovery of the longitude in these modern days, by the ingenuity, industry, and astronomical abilities of Mr. Witchel's lunar observations, and Mr. Harrison's invention of the time-keeper, have proved truly beneficial to mariners.

The numerous adventurers both of our own and other nations, to whose persevering and indefatigable labours, we are so much indebted for having explored the then unknown seas, and enlightened us by their various and useful discoveries, as well as those distinguished British circumnavigators, Drake, Anson, Byron, Wallis, Carteret, Furneaux, Vancouver, and the ever-memorable Cooke, are worthy of a distinguished place in the records of history.

The events and occurrences are curtailed as much as circumstances would permit, in order that the work may not be extended more than was absolutely necessary; those during the famous Dutch wars, and in the two last, are deserving our particular observation, and are more detailed. The original plan was, to have comprised it in three volumes, and to end the 31st of December, 1800, had not the prospect of peace, and the signing its preliminary articles, encouraged me to bring it up to that period. This, with the many heroic exploits which have been performed during the last war, are so deserving of record, that I should have considered myself very remiss in not giving them that place in history which they so justly merit, and which is due

to

to the names and characters of those gallant men who have borne so active and conspicuous a part in adding immortal honours to the British navy.

By extending the work to two more volumes, I have also been able to introduce many useful state papers, together with the opinion and judgment of Sir William Scott in many interesting prize causes in the Court of Admiralty, particularly that on the right of search of neutrals by the belligerent powers.

The Appendix is given in two separate volumes, in order the more readily to refer to any particular occurrence. It contains the state of the royal navy of Great Britain, its various successes and losses, with a comparative view of those of other powers; a list of fleets, squadrons, lines of battle; an account of the different offices in the naval department, with the names of those noblemen and gentlemen who have served in each; a list of the admirals and post captains who have borne commissions in the royal navy, with an account of any important service they have performed, besides other useful information.

Some events having been obtained since the work went to the press, and others more accurately stated, they are subjoined in a supplement at the end of each volume.

The candour of my readers will, I should hope, be blind to such errors, which may too often occur, and expose my humble production to censure and criticism; but when they consider that it is from the pen of one, whose profession requires so early an introduction, that it interferes with those pursuits of classical learning, which are necessary qualifications to enable him to appear before the public as an author, and who has undertaken this work to fill up those leisure hours which were unemployed by his country; I am persuaded they will have good humour enough

enough to pass over faults which might be deemed excusable in any other situation.

Should it, in general, meet the approbation of not only the officers in the royal navy, but all those who are conversant in nautical affairs, as well as others of my readers, I shall think myself amply rewarded, in having bestowed my time and labour so beneficially.

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A
SUMMARY
OF
NAVAL & MARITIME EVENTS.

VOL. I.

ROMANS.

MANY ancient historians are of opinion that the Britons were possessed of a naval force previous to the landing of Julius Cæsar, as they were frequently engaged in war with their neighbours. The construction of their vessels and maritime skill must have been very rude and imperfect in these remote ages; some authors assert that their coasting and fishing vessels were made of wicker, and covered over with hides.

About the year of our Lord 288, they began to see the necessity and advantage their country would derive from having the command of the sea, which at this time was much infested by pirates; and in order to extirpate them, Maximian, the Roman Emperor, gave the command of a large fleet to Carausius, a Menasian of mean descent, but a man of enterprising genius, who, instead of performing the service with which he was entrusted, employed his time in plundering these robbers. Maximian dissatisfied with his conduct, and jealous of his consequence in the fleet, had formed a plan for his assassination. Carausius being informed of the emperor's designs, had art enough to persuade his followers to second his resolution of landing in Britain, where the powerful fleet which he brought, secured him a welcome reception from the Britons.—Maximian, after many fruitless attempts to defeat Carausius, was obliged to acknowledge him Emperor of Britain. After making peace with the Scots and Picts,

Carausius turned his attention to the encrease of his navy, and made a treaty with the Franks, (who were at this time powerful at sea) by which it was stipulated to form a junction of their naval forces, against the Romans, and sail into the Mediterranean. The Romans greatly alarmed at this formidable confederacy, pursued every necessary measure for prosecuting the war with vigour. Maximian equipped a fleet upon the Rhine of a thousand sail, while Constantius marched into Gaul, and besieged Carausius in Boulogne, where he so compleatly blocked him up, that Carausius apprehensive of falling into the hands of the Romans, forced his way through the camp with a few brave followers, and made his escape to Britain in a small vessel.

Constantius stationed his squadrons so judiciously on the coasts of Britain, Spain and Gaul, that they prevented the junction of Carausius and the Franks, and then sailed for the Mediterranean, where he totally defeated the latter.

Carausius being thus baffled in his hope of uniting his fleet to that of his allies, was employing his time in strengthening his navy, and preparing for the defence of Britain, when he was murdered by Alec-tas, an officer of high rank, and his intimate friend, after a reign of seven years, during which time he maintained the dominion of the sea. Alec-tas assumed the regal power, but was soon after defeated and killed in a battle with the Romans.

Britain having again fallen under their power, the Romans appointed officers to the civil and military departments, fortified several of the sea-ports, and greatly encreased the marine.

A.D.

430

The Romans, too much engaged with wars at home, withdrew from Britain, and left it to struggle with its powerful enemies.

443

In the reign of Vortigern, a number of Saxons having been driven from their country by an ancient law, (headed by Hengist and Horfa, two brothers) took refuge in Britain. Vortigern received them very hospitably, and being enamoured with the daughter of Hengist, he put away his own wife and married her, which so enraged the Britons, that they deposed him, and placed Vortimer his son upon the throne: this young prince having raised an army and equipped a fleet, defeated the Saxons in four battles, who at length fled to the Isle of Thanet, where he pursued them, defeated their fleet, and obliged them to quit the kingdom.

Vortimer

Vortimer was soon after poisoned by the intrigues of his mother-in-law, and Vortigern recalled the Saxons, who established themselves firmly in Britain for above 300 years.

Offa the eleventh king of the Mercians, a wise, valiant, and enterprising prince, being engaged in a war with the Saxons, who were in alliance with the princes in Wales, baffled the efforts of uniting their forces, by throwing up a strong entrenchment, which began from the mouth of the river Dee, and running along the mountains, ended at the fall of the Wye near Bristol, which still bears the name of Offa's ditch. The Saxons being thus precluded from a possibility of joining their allies, applied to Charlemagne King of France for assistance, who wrote to Offa, commanding him to desist from his enterprizes; but this magnanimous prince disregarded the threats of Charlemagne, and applied himself closely in raising a powerful fleet as the only means to secure his dominions from foreign attempts. Offa had made himself so formidable, that Charlemagne found it necessary soon after to negotiate a peace with him; this evidently shews how necessary it was in those early ages, for Britain to maintain her consequence by the superiority of her navy.

A. D.
755

The Danes first landed in England, but the intrepidity of Offa obliged them to quit the island. 787

Offa died after a glorious reign of thirty-nine years, soon after which the Danes landed again in the north of England, where, after having pillaged and laid waste the country, they sailed to the south west coast. 795

Egbricht, who was then king of the West Saxons, fitted out a fleet to oppose the Danes, and having fallen in with 35 of their ships off Charmouth, totally defeated them. Two years after they again landed in Wales, where they were joined by the Britons. King Egbricht landed a powerful army on the Welch coast, attacked and compleatly routed their united forces, obliging the Britons to fly to their mountains, and the Danes to their ships. It is said that Ethelstone, son to the king, and who afterwards ascended to the throne, commanded the British fleet, and in a most bloody battle off Sandwich defeated the Danes, took nine of their ships, and drove the other from the coast. The ill success they met with in their repeated attempts to invade Britain, did not by any means check their perseverance and enterprising spirit; for not long after they

833
to
851

A.D. 833 appeared on the coast with a fleet of three hundred and fifty
 to sail; they landed and took Canterbury, and several other
 851 towns, and after successive invasions, London. The Danes
 from this period remained in quiet possession of a great part
 of the coast, until the reign of Alfred the Great.—The
 maritime knowledge of this illustrious prince, and the nu-
 merous victories he gained over his enemies, are fully de-
 tailed in several naval histories*.

871 Alfred constructed ships, or rather gallies of a much lar-
 to ger size than any that had been yet seen, and capable of row-
 901 ing above sixty oars †. With these gallies he entirely freed
 the channel of a nest of daring pirates, with which the coast
 of Devonshire and the Isle of Wight had been infested.

Alfred is supposed to be the first who sent to discover the
 utmost extent of the Artick regions, and the possibility of a
 passage on that side to the north-east: this voyage, some
 writers tell us, was undertaken by Other, a native of Hal-
 goland, who was directed by Alfred to survey the coast of
 Norway, and Lapland. On his return he gave a clear de-
 scription of those countries and their inhabitants, with an
 account of the whale fishery. The king soon after sent
 Wolstan, an Englishman, to explore these northern re-
 gions, whose relation corresponded with that of Other.—
 To point out the degree of perfection that navigation had
 made in his reign, it may be observed, that the Christians
 being in great distress at St. Thomas's, on the peninsula of
 India, Alfred sent out vessels to their relief. This expedition,
 which succeeded beyond his hopes, opened, in all proba-
 bility, the great source of commerce now resulting from
 that quarter of the world.

EDWARD.

901 At the death of Alfred, his son Edward succeeded to the
 throne, who paid great attention to his navy, and defeated
 the Danes in many sea engagements, particularly on the
 coast of Kent, where he had collected above an hundred
 sail, and in a most bloody action dispersed and drove on

* See Kent's Biographia Nautica, vol. 1. page 16 to 21.—Camp-
 bell's Lives of the Admirals, vol. 1. page 39 to 47.

† The Abbe Raynal is of opinion that this, together with the ef-
 forts of Charlemagne, in France, and some cities of Italy, with a view
 to repel the attacks of the Arabs and the Normans, occasioned the re-
 vival of naval skill in Europe.

shore the greatest part of the Danish fleet, killing their king, and most of their chiefs*. A.D. 901

ATHELSTON.

Athelston succeeded his brother Edward, and was not less attentive to the support of his navy; he defeated the combined fleets and armies of the Danes and Scots, in which battle five kings and seven Danish chiefs were killed†. 938

EDGAR.

Edgar the Great mounted the throne, whose naval force is said to have consisted of three thousand six hundred sail, which was formed into three divisions; one on the east, another on the west, and the third on the north coast of his kingdom. In order to secure his dominions from foreign attacks, and keep his sailors in constant exercise, Edgar embarked every year after Easter on board the fleet stationed on the east coast, and sailing to the west, visiting all the creeks and harbours in the Channel, from the Thames to the Land's End, from thence going on board the western fleet, and steering to the north, round Ireland and the Hebrides, he there met the northern fleet, and returned with it into the Thames: by thus surrounding the island with his fleet, he preserved the dominion of the sea. 957

Edgar's naval superiority was such, that when he held his court at Chester, he caused the Kings of Scotland, Cumberland, Isle of Man, and five petty Kings of Britain, to row him in a barge, which he steered himself from Chester, along the river Dee, to the abbey of St. John the Baptist, where they bound themselves to defend his rights by land and sea. In his edicts he always asserted the dominion of the sea ‡.

At the death of Edgar, the navy of Britain was so much diminished, that the country was soon laid open to the invasions of the Danes, and the seas were filled with pirates. It at length became so far necessary to establish a naval force, that a law was passed compelling every proprietor of 1008

* See Kent's Bio. Naut. vol. 1. page 21. Cam. Admirals, vol. 1. page 47.

† See Kent's Bio. Naut. vol. 1. page 22. Cam. Admirals, vol. 1. page 48.

‡ "I Edgar, Monarch of all Albion, and Sovereign over all the adjacent Isles, &c."

- A. D. three hundred and ten hides of land, to furnish a stout ship
 1008 or galley of three rows of oars, and the proprietor of every
 eight hides, to provide a coat of mail and helmet; this
 raised a fleet of seven hundred and eighty-five sail, which
 1017 were employed unsuccessfully, and suffered to decay in the
 harbours, until the reign of Canute, when the continued
 wars between the Danes and Saxons compelled him and his
 successors to support a marine; but as nothing worthy ob-
 servation occurred during these reigns, it will be necessary
 to pass on to the landing of William Duke of Normandy,
 who after the famous battle of Hastings, fixed himself on
 the throne of England.

WILLIAM I.

- 1066 The great attention he paid to his navy, rendered him
 formidable to the Danes, who made frequent attempts to
 invade the kingdom*. This prince, considering Kent as the
 key to England, established the Cinque Ports†, which in
 case of any emergency, were obliged to furnish fifty-two
 ships, with twenty-four men in each, for fifteen days.
 1100 The Goodwin Sands were first formed, which had hi-
 therto been dry land, the property of Goodwin Earl of
 Kent. They were occasioned by a violent inundation of
 the sea, which rose to an unusual height, and swept away
 the inhabitants, cattle, &c. They have ever since been
 overflowed by the tide, and prove often fatal to mariners‡.

HENRY I.

- 1170 America is supposed to have been first discovered by
 Maddock, a Welchman, who sailed due west for a consi-
 derable time, till he arrived at a large, fruitful, and plea-
 sant country; he returned home, and from the favourable
 report he made of it, prevailed on many of his countrymen
 to accompany him; they embarked in ten ships, but were
 never more heard of§.

* See Cam. Adm. vol. 1. page 76 to 84. Kent's Bio. Naut. vol. 1. page 47 to 54.

† Dover, Hastings, Hythe, Romney and Sandwich; Winchelsea and Rye were afterwards annexed to them, and since that time Seaford has been added.

‡ See Anderson's Origin of Commerce, vol. 1. page 137.

§ See Cam. Adm. vol. 1. page 195. Anderson's Origin of Commerce.

It had been hitherto the custom, if a ship was stranded upon the coast of England, for her and the cargo to become the property of the lord of the manor, unless those who had escaped from it, returned within a limited time; but Henry ordained, that every wreck, having any living creature on board, should continue to be the property of the owners. A.D. 1170

HENRY II.

In consequence of a ship being wrecked on the coast, near one of the manors of Battle Abbey, and the atrocious conduct of the savage inhabitants to the unfortunate crew, the king enacted, in amendment to the preceding law, that if on the coasts of the English ocean, or of Poictou, or of the island of Oleron, or of Gascony, any ship should be distressed or endangered, and no man escape from thence alive; yet if any beast should swim to shore, or be found in the ship alive, the goods should be delivered by his bailiffs, or the bailiffs of those persons on whose lands the ship was driven, into the custody of four men of established character, in order that they might be restored to the owners, if demanded by them, within the term of three months. 1174

RICHARD I.

Richard I. surnamed Cœur de Lion, succeeded his father Henry: he entered into a treaty of alliance with Philip of France, to unite their forces on an expedition to the Holy Land. Richard's naval armament consisted of more than one hundred large ships, and fifty gallies. As the naval laws which he established for the government of this fleet are very singular, I shall insert them for the information of my readers. 1190

“ Whosoever committed a murder on board a ship, was
“ sentenced to be tied to the person of the murdered body,
“ and thrown into the sea.

“ A mariner or soldier killing another on shore, was
“ adjudged to be fastened in like manner alive to the corpse,
“ and buried with it in the earth.

“ Whosoever was convicted by a legal evidence of hav-
“ ing drawn a knife, or other dangerous weapon, with an
“ intention to strike any person, to the shedding of the least
“ blood, was condemned to lose his head.

“ Whosoever struck any person with his hand, although

A.D. 1190 " no blood might have issued from the part so stricken, was
 " sentenced to be thrice plunged into the sea.

" The same punishment was inflicted on players at any
 " unlicensed game.

" Whosoever addressed any reproachful language to any
 " other person, or vented curses against him, was for every
 " such contumely or curse, fined an ounce of silver.

" Whosoever was lawfully convicted of stealing, was
 " sentenced to have his head shorn, covered with boiling
 " tar, and feathered; and afterwards to be driven, with
 " these marks of punishment to the next landing place, and
 " there left."

This formidable fleet was separated on its voyage to Mar-
 seilles, in a gale of wind, but at last, joined Richard at the
 Tyber, from whence he proceeded to Sicily, where he
 compelled Tancred King of Messina to give him 60,000
 ounces of gold and four large gallies; and on his sailing
 from Cyprus he increased his fleet to 250 ships and 60 gal-
 lies; from thence on his passage to Ptolemais, he fell in
 with a ship belonging to the Saracens, of a most extra-
 ordinary size, which he attacked and took; she was de-
 fended by 1,500 men, 1,300 of whom King Richard or-
 dered to be drowned, the remainder being persons of dis-
 tinction, he kept prisoners.

1191 After having obliged the city of Ptolemais to surrender,
 and destroyed the fleet of the Infidels, he was acknowledged
 captain-general of all the Christian forces in Asia, where he
 performed those heroic exploits which have been the won-
 der of all succeeding ages.

1192 On Richard's return from the Holy Land, he was ship-
 wrecked on the coast of Istria, in the Adriatick, and with
 difficulty saved his life; here he took the name of Hugo,
 and attempted to travel through Germany in disguise, but
 he was discovered and seized by Leopold Duke of Austria,
 who to revenge himself for some former quarrel, threw
 Richard into prison, and detained him for fifteen months;
 he then sold him to Henry VI. of Germany; his subjects,
 1104 however, ransomed him soon after for 300,000l. Richard
 had scarcely embarked from Antwerp, before Henry re-
 penting of having suffered him to depart, sent a strong party
 to arrest him, but fortunately he escaped from his pursuers,
 and arrived safe at Sandwich on the 20th of March.

JOHN

JOHN.

To show that England claimed the sovereignty of the sea, it was so early as this reign enacted, that if any commanders of the fleets should meet with those of foreign nations at sea, the masters of which refused to strike to the British flag, such ships or vessels, if taken, should be deemed good and lawful prizes, though the state to which they belonged was at peace with England*. A.D.
1200

Philip of France, jealous of the maritime power of the English, equipped a fleet of near seventeen hundred sail, with which he intended to invade England; but being desirous of subduing the Earl of Flanders, he proceeded with this fleet to Gravelines, and from thence to the haven of Dam. King John had entrusted the command of the English fleet (consisting of five hundred sail) to the Earl of Salisbury, who attacked that of the French, took three hundred sail, and drove one hundred on shore. Philip was under the necessity of destroying the remainder, to avoid their falling into the hands of the English. 1213

HENRY III.

The French having invaded England, Hubert de Burgh, governor of Dover Castle, discovering a fleet of eighty stout ships standing over to the coast of Kent, put to sea with forty ships, and having gained the wind of them, ran down several of the smaller ships, and closing with the others, threw on board a quantity of quick lime, which blowing in their faces, blinded them so effectually, that they found themselves obliged to bear away; but being instantly boarded by the English, they were all either taken or sunk. Several sea actions were fought during this reign, but of no great moment; and the Cinque ports withdrew themselves from their allegiance†. 1217

EDWARD I.

In this year the first mention is made of an admiral in France. 1286

* See Cam. Adm. vol. 1. page 112. Kent's Bio. Naut. vol. 1, p. 96.

† See Cam. Adm. vol. 1. page 120 to 125. Kent's Bio. Naut. vol. 1. page 106 to 119.

A.D. 1286 It was in this year that the office of the admiral of the English seas is first mentioned, where William de Labourne was stiled Admiral de le mer du dit Roy d' Angleterre, at an ordinance made at Bruges concerning the conduct of the ships of England and Flanders.

1293 A remarkable and bloody action was fought between the English and Norman fleets, in consequence of a quarrel originating in the death of an English seaman, who had been killed in a Norman port. Depredations were carried to such a length on both sides, that at last the nations agreed on a certain day to decide this dispute with their whole force; accordingly the 14th of April was the day fixed upon, and a large empty ship was placed in the middle of the channel between the two coasts, to mark the spot for the engagement. The two fleets met, and after a most severe conflict, the victory was obtained by the English, who carried off above two hundred and fifty sail*.

1295 Edward refusing to do homage to Philip of France, the latter declared war, and made preparations to invade England. The King, to prevent any descents on the coasts, besides three formidable fleets which were to protect his own kingdom, equipped another, consisting of above three hundred and thirty ships, with an army of seven thousand troops, under the command of the Earl of Lancaster, who sailed to the mouth of the Garrone, where having landed the troops, he took Bang and Blaye, and afterwards sailing for Bourdeaux, took that town and Bayonne.

Edward was the first monarch who granted letters of marque or reprisal, in consequence of a ship having been taken and carried into Lisbon, by some Portuguese armed vessels†.

1296 A French fleet, consisting of three hundred sail, under the command of Mathew de Montmorenci, and John de Harcourt, assisted by Sir Thomas Tuberville, a traitor to his country, landed at Dover, and reduced it to ashes; but the English soon compelled them to fly to their ships, with considerable loss.

1297 King Edward embarked at Winchelsea, with above fifty thousand men, on board a powerful fleet, for the invasion

* See Cam. vol. 1. page 129. Kent's Bio. Naut. vol. 1. page 168.

§ App. Chap. IV. No. 1.

† See Harvey's Nav. Hist. vol. 1. page 105.

of Flanders; having arrived at Sluys, a violent dispute arose A.D. 1297
between the crews on board the Yarmouth division of the
fleet, and those of the ships fitted out by the Cinque
Ports, which, (notwithstanding the remonstrances of Ed-
ward) terminated in a most bloody action, in which twenty-
five of the ships in the Yarmouth squadron were burnt, and
most of the seamen drowned; three of the largest ships (one
of them having the king's treasure on board) were driven
out to sea, and escaped.

Philip directed the Count de Valois to burn the English
fleet in the harbour of Dam, but Edward being apprized
of it, gave directions for their sailing to England; this ex-
pedition proving unsuccessful, Edward returned in the win- 1299
ter, and concluded a truce with his opponent.

At this time the mariner's compass is supposed to have 1302
been discovered and invented, by Flavio Gioia, of Almalfi,
on that part of the coast of Naples called, Terra di La-
voro; but at what period it became in use and known to
other nations, we are as yet ignorant. Some French au-
thors attribute this useful invention to a countryman of
theirs, so far back as the year 1200; others ascribe the dis-
covery of the compass to Marro Polo of Venice, who, on
his return from China, about the year 1260, communicated
that secret to the Italians. The variation of the needle or
its declination from the true north point, was discovered by
Sebastian Cabot in the year 1500.

We, however, are certainly indebted to the Portuguese
for the invention of the astrobale and tables of declination*.

In this year is the first instance of two admirals being 1306
mentioned in the English fleet, wherein the king directs
his precepts, viz. "To the Admiral of his fleet from the
Thames mouth northward, and to the Admiral of his fleet
from the Thames mouth westward†.

EDWARD III.

Gunpowder is supposed to have been invented by a monk 1330
of Cologne; certain it is, that Roger Bacon, an English
ecclesiastic, was well acquainted with the theory of gun-
powder.

The Venetians and Chinese claim the merit of invent-

* See Anderson's Origin of Commerce, vol. i. page 184, 265, 266.

† App. Chap. IV. No. 1.

A.D. ing this destructive composition, but at what period we
1330 know not.

1340 The island of Madeira was discovered by Markham, an Englishman, who was driven there in a storm*.

Many gallant and glorious actions were fought during the reign of this monarch, but none which deserves to be recorded for so early a display of naval skill and bravery, more than the following handed down to us by Robert of Avebury, viz.

“ It happened on the Saturday fortnight before the feast
“ of St. John the Baptist, the king was at Orewell, where
“ there was forty ships or thereabouts, preparing for his
“ passage into Flanders, where he was going to his wife
“ and children, whom he had left in the city of Ghent, as
“ well as to confer with his allies, about the measures necessary
“ to be taken for carrying on the war, intending
“ to sail in two days time: but the Archbishop of Canterbury
“ sent to give him intelligence, that Philip de Valois,
“ his competitor for the crown of France, having had notice
“ of his intended passage, with much diligence, and
“ as much privacy as the nature of the thing would admit,
“ had assembled a great fleet, which lay in the port of
“ Sluys, in order to intercept him, wherefore he advised
“ his majesty to provide himself with a better squadron,
“ lest he, and those who were with him, should perish.

“ The king, yielding no benefit to his advice, answered,
“ that he was resolved to sail at all events. The arch-
“ bishop quitted, upon this, his seat in council, obtaining
“ the king’s leave to retire, and delivered up to him the
“ great seal; his majesty sent therefore to Sir Robert de
“ Morley, his Admiral, and one Crabbe, a skilful seaman,
“ and gave them orders to enquire into this matter; they
“ quickly returned, and brought him the same news he had
“ heard from the archbishop, upon which the king said,
“ Ye have agreed with that prelate to tell me this tale, in
“ order to stop my voyage, but (added he angrily) I will
“ go without you, and you who are afraid may stay at
“ home.”

“ The admiral and seaman replied, that they would stake
“ their heads, that if the king persisted in this resolution,

* Anderson’s Origin of Commerce says it was not discovered till the year 1344, and some authors in the year 1395.

“ he, and all who went with him, would certainly be de- A.D.
 “ stroyed; however, they were ready to attend him even 1340
 “ to certain death. The king having heard them, sent
 “ for the Archbishop of Canterbury back, and with abun-
 “ dance of kind speeches, prevailed upon him to receive
 “ the great seal again into his care; after this the king
 “ issued his orders to all the ports, both in the north and
 “ in the south, and to the Londoners likewise, to send
 “ him aid, so that in the space of ten days, he had a navy *
 “ as large as he desired, and such unexpected rein-
 “ forcements of archers, and men at arms, that he was
 “ forced to send many of them home, and with this equi-
 “ page he arrived at the haven of Sluys, on the feast of
 “ Saint John the Baptist.

“ The English perceiving, on their approach, that the
 “ French ships were linked together with chains, and that
 “ it was impossible for them to break their line of battle,
 “ retired a little, and stood back to sea. The French de-
 “ ceived by this feint, broke their order and pursued the
 “ English, who they thought fled before them; but these
 “ having gained the sun and wind, tacked, and fell upon
 “ them with such fury, that they quickly broke, and to-
 “ tally defeated them, so that upwards of thirty thousand
 “ French were slain, of whom, numbers, through fear,
 “ jumped, of their own accord, into the sea, and were
 “ miserably drowned. Two hundred great ships were taken,
 “ in one of which only, there were four hundred dead bo-
 “ dies.”

There are various other accounts of this famous bat-
 tle†; some say that King Edward sent Lord Cobham to
 reconnoitre the French fleet, and on his return, report-
 ing them to be very numerous and powerful, the King ex-
 “ claimed with joy: “ For this opportunity have I long
 “ wished, by the help of God and St. George, I will now
 “ engage them, and revenge my wrongs.”

Edward gave the necessary directions for forming his
 line, and the mode of attack, with as much dexterity, as if

* Said to consist of two hundred and sixty ships of war. The French
 had at least two hundred and forty great ships, and forty thousand fight-
 ing men.

† See Cam. Admirals, vol. 1. page 150 to 153. Kent's Bio. Naut.
 vol. 1. page 209 to 220.

A. D. he had been bred to the sea. The English are said to have
 1340 lost four thousand men.

1346 Edward passing over to France to the relief of his subjects in Guienne, with a fleet of one thousand sail, was driven back by a storm; he then changed his plans, and made a descent on the coast of Normandy, where he destroyed all the French ships in the harbours of Cherbourg, Barfleur, and the Hogue; he carried his victorious arms through many parts of France, and after the ever
 1347 memorable battle of Cressy, he besieged and took Calais, which he had blocked up by sea, with seven hundred and thirty sail, having on board 14,956 mariners; of these vessels seven hundred were English, the rest were Foreigners. Twenty-five sail, carrying four hundred and nineteen mariners, were of the royal navy, the rest were furnished by the different sea ports of the kingdom;* so that the navy of England at this time, and for two hundred years after, may be considered as a naval militia, each sea-port in cases of emergency being called upon to furnish a certain number of ships and men in proportion to its trade and consequence.

1349 A squadron of Spanish ships which had sailed up the Garonne, seized on several English ships and inhumanly murdered the seamen. Edward resolved to be revenged for this daring insult, equipped a fleet of fifty sail of ships, in which he embarked with the Prince of Wales, and several nobles, with an intent to intercept the Spaniards.

1350 On the 29th of August, King Edward got sight of the Spanish fleet, consisting of forty four sail of large carracks, standing towards the coast of Sussex. The English bore resolutely down upon them, and the signal was immediately given for the attack; the Spaniards defending themselves with obstinate bravery, and preferring death to bondage, rejected with disdain, the quarter that was offered them. Twenty-four of their great ships were taken, and brought into the English harbours, the rest availing themselves of the dark escaped.†

* See Kent's Bio. Naut. vol. 1. page 243, who gives a list of the fleet.

† It is supposed in this battle, cannon were first used at sea by the English.

To perpetuate the memory of this victory, Edward A.D. caused himself to be represented on a gold coin, standing 1350 with a drawn sword in the middle of a ship, deeming it an honour to have his name transmitted to posterity, as the protector and avenger of merchants.

The English fleet commanded by the Earl of Pembroke 1372 on its voyage to relieve Rochelle, was completely defeated by the combined fleets of France and Spain, and many ships were taken with the English admiral.

The Flemings who had joined France in this war, were beaten by the English in a bloody sea fight, in which four thousand were slain, and their admiral taken.

RICHARD II.

At the accession of Richard to the throne, the French 1377 availing themselves of the intestine dissensions of the kingdom, fitted out a formidable fleet, and sailing over to England, destroyed the towns of Rye, Portsmouth, Plymouth, Dartmouth, Hastings, and Winchelsea; at Southampton they were repulsed with considerable loss, and returned to France. The navy of England was so much neglected, that one Mercer fitting out several privateers on the coast of Scotland, and uniting his force to some French and Spanish ships, greatly annoyed the English trade; Sir John Philpot, Lord Mayor of London, justly exasperated at these daring insults, fitted out at his own expence a number of stout frigates, and embarked with a thousand men at arms; he sailed in quest of Mercer, whom he soon came up with, and defeated after a severe engagement. Although Philpot's conduct was disapproved by the Regents for equipping a fleet without the permission of government, still he was so much applauded for his intrepidity by the people, that the Lords voted him their thanks.

In this year the first legal act of navigation was passed, 1378 which prohibited English merchants from shipping their goods in foreign vessels, either outward or homeward, and required that the greater part of the crew should be natural born subjects of England.

The pay of sailors at this time was only three pence per 1380 day.

Charles VI. of France equipped a fleet consisting of 1385 twelve hundred and eighty-seven sail, for the purpose of invading England, and to compel Richard to give up his transmarine

A. D. transmarine provinces ; this powerful fleet, which might have
 1385 made a bridge from Calais to Dover, was soon dispersed and the expedition given up.

1387 The Earl of Arundel, admiral of the English fleet, defeated the fleets of France, Spain, and the Flemmings ; took one hundred sail with several persons of rank on board. The admiral afterwards relieved the port of Brest, and took one hundred and sixty sail more of the enemies ships.

HENRY IV.

1410 The Portuguese first began to sail on discoveries along the west coast of Africa southward.

1413 Ships were first sent to trade at the kingdom of Morocco.

HENRY V.

1414 King Henry took Harfleur after a most obstinate resistance.

1415 The French to retrieve this loss equipped a powerful fleet which they hired from the Genoese and Castilians, and having embarked a large army, sailed to the attack of Portsmouth, Southampton and the Isle of Wight, where they were repulsed with considerable loss, and obliged to return ; they were joined on their own coast, by a formidable squadron under the command of the vice admiral Narbonne, and instantly appeared before Harfleur, which was besieged on the land side by the constable D'Armagnac. The place was gallantly defended by the Duke of Dorset, who being reduced to the greatest extremity, was on the eve of capitulating, when a fleet of four hundred sail was seen steering for the coast, on board of which was the Duke of Bedford, and twenty thousand troops. The Duke perceiving no succours could be thrown into the garrison without forcing the French fleet, he instantly made the signal for battle, and being to windward, bore down with such determined bravery and conduct, that after a long and bloody engagement, he totally defeated them ; taking or sinking five hundred sail, among the number of which were three carracks, which from their size, were supposed in these early days to have been almost impregnable.

1417 The Earl of Huntington cruizing with a formidable squadron, fell in with the united fleets of France and Genoa, which though much superior to his own, both in
 number

number and size, he engaged and defeated, capturing four large Genoese ships so richly laden, that the money found on board was sufficient to defray the expences of the fleet for three months; among the many prisoners of rank taken was the Admiral de Bourbon. A. D. 1417

Henry, having by this secured the command of the sea, made the necessary preparations for passing over to France, by collecting together an army of twenty-five thousand five hundred troops, who embarked on board a fleet at Dover consisting of fifteen hundred sail; two of the ships were adorned with purple sails embroidered with the arms of England and France, one was styled the King's chamber, the other his hall.—A proof that he affected to keep his court at sea, and considered his ships royal, as his palace.

HENRY VI.

The contention between the houses of York and Lancaster began in this reign. Guy earl of Warwick, who was Lord High Admiral, espoused the cause of the Duke of York, being appointed governor of Calais; he eluded the plot, which was laid for his assassination by the Queen, and employed the fleet which he had with him, against King Henry. Warwick succeeded in several naval engagements, but none worth recording. 1422

The Azores, or Western Islands, were discovered by a Flemish trader, who was driven off the coast of Portugal in a gale of wind. 1449

The Cape de Verd islands were discovered by the Spaniards.

In this year, is the first account we have of an English ship trading to the Levant. 1458

EDWARD IV.

The Portuguese had sailed so far south, on the west coast of Africa, as to discover the coast of Sierra Leon. 1460

King Edward had six ships of war of his own, but we are ignorant as to their size, force, and number of men. 1480

HENRY VII.

Bartholomew Columbus first brought into England maps and sea charts, and presented the King with a map of the world. 1489

Christopher Columbus discovered the American islands. 1492

A. D. It is generally believed that Cat island one of the Bahama's, was the first seen and landed upon.

1497 John Cabot*, a Venetian, who resided at Bristol, encouraged by the success of Columbus, made proposals to the King, to undertake a voyage on discoveries, which was granted by letters patent, provided that the ships fitted out should be obliged to return to the port of Bristol. Cabot sailed in the spring; his object seems to have been, that of discovering a north west passage to the East Indies.

On the 24th of June he discovered land, and gave it the name of Prima Vista, or first seen; it has been since called Newfoundland. Having sailed down to Cape Florida, he returned to England, bringing with him three of the natives of Labrador. Cabot from this may justly claim the merit of being the first discoverer of the continent of America.

Emanuel King of Portugal, sent out Vasco di Gama with four ships, to attempt a passage to India by the Cape of Good Hope, which after many difficulties he accomplished, and sailing along the eastern coast of Africa, which had been till then unknown to Europeans, he arrived after a tedious voyage of thirteen months in the Bay of Bengal.

1499 Americus Vesputius, a Florentine, sailed from port Saint Mary's in the province of Andalusia, and made some little discoveries on the coast of Paria in south America. Spain deeming this the first discovery of that continent gave the whole of it the name of America.

At the close of this century, John II. King of Portugal, declared Lisbon a free port, and adopted a new method of applying astronomy to navigation; he also gave its present name to the Cape of Good Hope, which heretofore had been called the Cape of Storms, foreseeing that it would open a passage to India.

1500 The coast of Brazil was first discovered by Cabral a Portuguese, who being sent out to the East Indies, by Emanuel King of Portugal, was driven by a storm upon this part of the coast of America.

1501 On the return of the Portuguese from India, they discovered the islands of Ascension and Saint Helena.

* Some historians say that Henry VII. granted permission to Cabot and his sons, to make discoveries, on the 5th of March, 1496.

Vasco di Gama was the first who attempted to cross A. D.
over directly from the coast of Mozambique to India. 1502

The first instance of French ships sailing for, and arriv- 1504
ing on the coast of North America.

Negroes were first carried from the coast of Guinea, by 1508
the Portuguese, to the Spanish island of Hispaniola.

Aubart, a Frenchman, was the first who sailed up the
river Saint Lawrence to Canada.

Admiral James Columbus, son of the great Christopher, 1509
now settled and planted the island of Jamaica.

Ships were built in this reign for the royal navy; the
Great Harry was the first, and cost upwards of fourteen
thousand pounds. She was by some accident burnt at
Woolwich, on the 29th of August, 1553.

HENRY VIII.

The royal dock yard at Woolwich was founded this 1510
year; the Regent was the first ship of war built in it.

The island of Cuba was first permanently planted by the 1511
Spaniards.

Sir Edward Howard, the Lord High Admiral, com- 1512
manded a fleet of forty-five ships of war, and made a descent
on the coast of Bretagne. The French fleet, whose force is
variously stated, sailed from Brest to oppose him, under the
command of Admiral Primauguet, an officer of distinguished
bravery. The two fleets met, and a most severe conflict
ensued. Sir Thomas Thennevet, who commanded the
Regent (at that time the largest ship in the royal navy)
boarded the French admiral in the Cordilier, which was
considerably large, carrying twelve hundred fighting men
exclusive of mariners, the two ships took fire, and were
blown up, every soul perished*; the Sovereign commanded
by Sir Charles Brandon, afterwards Duke of Somerset, was
also burnt. The fleets separated, each claiming the vic-
tory.

The king, by a decree previous to the departure of this
fleet, granted to Sir Edward Howard, for his own main-
tenance, diet, wages, and rewards, ten shillings a day; to
each of the captains for their diet, wages, and rewards,

* The king ordered a large ship to be built at Woolwich to re-
place the Regent, and to be called, the Henry Grace de Dieu.

A.D. eighteen-pence a day; to every soldier, mariner, and gunner,
 1512 five shillings a month for his wages, and five shillings for his victuals, allowing twenty-eight days in the month*.

1513 On the 25th of April Sir Edward Howard, with a fleet of forty-two men of war, attempted to force the harbour of Brest, but found the French fleet so strongly posted as to render an attack impracticable; he therefore resolved to burn the adjacent country. The admiral at this time heard that M. Prignet had arrived on the coast with six gallies and taken shelter in the bay of Conquet. Sir Edward Howard finding it impossible to approach the French gallies in the large ships, prepared two of his best gallies for that purpose, putting on board some of the bravest of his sailors; he commanded one himself, and entrusted the other to Lord Ferrers, and standing boldly in, grappled and boarded with seventeen of his crew, the French Admiral: unfortunately the gallies separated, by which means Sir Edward was forced overboard with several of his brave followers, and perished†.

In this year magazines and storehouses were built at Deptford for the royal navy, and Gravesend and Tilbury were fortified.

For the encouragement of navigation and commerce, the king first established and chartered the fraternity of the Trinity house; whose office it is to examine, licence and regulate the pilots, for the King's and Merchant service; also the direction and regulation of buoys, beacons, light-houses, &c. The examination of the forty boys, in the mathematical school at Christ's Hospital, is entrusted to them.

The Navy Office was first instituted, and commissioners of the navy appointed and established.

1514 The pay of a master shipwright was five pence a day with his diet, a common shipwright four pence.

1517 China first resorted to by the Portuguese.

1519 Hernando Cortez discovered Mexico, and made preparations for its conquest.

1520 Ferdinand de Magellan, a Portuguese, sailed with five ships from Spain, to discover a passage to India round the Southern promontory, which he effected on the 21st of

* See Harvey's Nav. Hist. vol. 1. page 246.—Anderson's Origin of Com. vol. 1. page 20.

† See the Life of Sir Edward Howard and Camp. Admirals, vol. 1. October,

October, and gave those straits the name of Magellan, also two remarkable clouds which are seen in the southern hemisphere. On his entering the sea to the westward he gave it the name of the Pacific Ocean; and after steering about fifteen hundred leagues to the north west, he discovered the Ladroon islands, and some time after, the Philipines. This great and enterprising man was unfortunately killed by a poisoned arrow, at the island of Matan. The voyage was prosecuted by Odorado Barbosa, who discovered the island of Borneo and the Moluccas. This was the first attempt we read of, to sail round the world. A.D. 1520

The first exact map of England, was published by George Lilly, the first English geographer.

Muskets were first introduced and used in land and sea engagements. 1521

Jacques Cartier sailed from France, to discover a north-west passage to the East Indies, he reached no farther than the Bay of Saint Lawrence, and returned home unsuccessful the same year. 1534

Lord Herbert says, that great ordnance of brass, such as cannon, and culverins, were first cast in England, which had before been imported from foreign parts. 1535

Mr. Robert Thorne, a merchant of Bristol, proposed and undertook, by the King's permission, to attempt a passage to the north west, but returned home the same year unsuccessful; he however touched at Cape Breton and Newfoundland, which was the first incitement to promote that very beneficial fishery, which the English now enjoy on its banks, and which serves as her great nursery for seamen. 1536

The Portuguese discovered the island of Japan. 1542

The Spaniards from Mexico, discovered the coast of California, on the west coast of America, as far as the latitude of 44 degrees north. 1543

Dover pier was built. 1544

King Henry, in order to hasten by his presence the naval operations which were carrying on at Portsmouth, for the war against France, took up his residence there. In the month of July, the French fleet, consisting of above two hundred sail, appeared off St. Helen's. Henry at the approach of the French, ordered all the ships that were ready (not more than one hundred) instantly to proceed to meet them; on their passage from Portsmouth harbour, the 1545

A.D. 1545 Mary-Rose, one of the largest ships in the navy, was over-set by a sudden squall of wind, her lower ports being open, and within sixteen inches of the water. Her commander Sir George Carew, and all on board perished*. King Henry had dined on board that day, and returned to the shore a few hours before the accident. In the evening of the same day, the two fleets met, and a desperate battle was fought, until the darkness of the night separated the combatants. The day following the French attempted three times to land on the isle of Wight, but were repulsed with considerable loss, and compelled to return to their own coast†. Upon the authority of Father Daniel, the French had at this time a ship in their navy, carrying one hundred brass cannon.

Henry paid so much attention to his navy, and the defence of his coast, that he caused to be built the castle of Portland, Hurst Castle, Cowes, Camber, Southsea, Sandgate, Walmer, Deal, Sandown, Queenborough, Penden-nis, and St. Maws Castles.

In this reign the royal navy first became a separate profession: the king fixed salaries to admirals, vice admirals, captains and seamen; since that period we have had a constant succession of officers in the royal navy.

EDWARD VI.

1547 Peter Bande, a Frenchman, is supposed to have been the first, who at this time cast iron cannon in England; this, however, admits of a doubt, as the use of artillery had been known many years before to the English, and they had already cast brass ordnance, as before observed.

1548 An act was passed granting a free licence to all persons to trade and fish on the coast of Newfoundland and other places, without the payment of any fee or reward.

Lord Clinton, admiral of the English fleet, destroyed the whole naval force of Scotland, and burnt all their sea-ports.

Commodore Winter was sent with a small squadron to the relief of Jersey and Guernsey, which he found blocked up

* Some authors inform us that she was sunk in the action, and that the great Henry had nearly shared the same fate, but was towed into the harbour.

† See Camp. Admirals, vol. 1. Kent's Bio. Naut. vol. 1. page 452.
by

by a superior French naval force. Resolved to execute his orders or perish, he made so judicious and impetuous an attack upon the enemy, that above one thousand were slain, the rest, with difficulty, made their escape to the continent in some small craft they found lying in the bay, as the French ships attending this expedition, were all burnt. A.D. 1548

Upon the restitution of Boulogne to France, the first mention of iron ball for cannon is made; none but those of stone had before been in use. 1550

Thomas Wyndham was the first Englishman who undertook a voyage to the coast of Guinea; it proving very successful, he was induced to undertake a second; and sailed with three ships from Portsmouth, but himself and most of his crew fell a sacrifice to the climate. 1552

MARY.

This year three ships were fitted out to prosecute a voyage to China, and discover a north-east passage, under the command of Sir Hugh Willoughby, who proceeded to the latitude of 72 north; but being obliged to winter in Lapland, he and all his crew miserably perished; one of the ships under Captain Chancellor was more fortunate, she having passed the North Cape to the eastward, got into the Bay of St. Nicholas, on the Russian coast, and was the first European ship that had ever been in those parts.— This voyage was the means of introducing the whale fishery, and of the first discovery of Greenland. It is mentioned, that on this expedition the largest ship, of one hundred and sixty tons, was sheathed with lead, which proves, that in those early ages, the idea must have occurred of inventing some preservative against the worms. 1553 1554

A Spanish fleet of one hundred and sixty sail, having Philip their king on board, on his way to England, to espouse Queen Mary, fell in with that of England, under the command of Lord William Howard, lord high admiral, in the narrow seas, consisting of twenty-eight sail. Philip had the flag of Spain flying at the main-top-mast head, and would have passed the English fleet, without paying the customary honours, had not this gallant officer fired a shot at the Spanish admiral, and forced the whole fleet to strike their colours, and lower their topsails, as an homage to the English flag, before he would permit his squadron to salute

- A.D. lute the Spanish Prince; an action highly meritorious and
 1554 worthy imitation.
 1555 A charter was first granted to the merchant adventurers
 trading to Russia.
 1556 Captain Stephen Borrough made a fruitless attempt to
 discover a north-east passage.
 1557 Calais was surrendered to the French, after being possessed
 by the English two hundred years.

ELIZABETH.

- 1558 This great queen began her reign by studiously attending
 to her navy; she issued orders for the preservation of timber
 fit for ship-building, directed many pieces of brass cannon
 to be cast, and encouraged the manufacture of gunpowder
 at home. For the security of her fleet, which generally lay
 in the river Medway, she built a strong fortress called
 Upnore Castle, and raised the wages of the naval officers
 and seamen, by which she justly acquired the title of the
 Restorer of Naval Power, and Sovereign of the Northern
 Seas.
 1562 Mr. John Hawkins sailed to the coast of Guinea for the
 purchase of slaves, which was the introduction of the horrid
 custom of trafficking for human flesh, by Englishmen.
 1563 An act was passed for the better maintenance and encrease
 of the navy.
 1566 A law was made to enable the master, wardens, and the
 assistants of the Trinity House, to set up beacons and sea-
 marks.
 1567 Sir Martin Frobisher attempted to discover a north-west
 passage to China, but returned unsuccessful.
 1571 An act was passed for the increase of mariners.
 1577 On the 13th of December Sir Francis Drake sailed from
 Falmouth, to prosecute his voyage round the world, which
 he accomplished in two years and nine months, and was the
 first Englishman who undertook so hazardous a voyage.
 At the age of twenty-two Sir Francis Drake* sailed with
 Sir John Hawkins, who appointed him Captain of the Judith,
 in the harbour of St. John de Ulloa, in the Gulph of Mexico,
 where he distinguished himself most gallantly in

* In the year 1570.

an action against the Spaniards. On his return to Eng- A.D.
land, he engaged in several enterprizes*. 1577

Accounts differ very much respecting the naval force of England at this period: some authors assert that the navy 1578
consisted of fifty-nine sail of the line, from one hundred to forty guns; fifty-eight frigates, from thirty-eight to twenty, and twenty-nine sloops, from eighteen to six guns, in all, one hundred and forty-six sail.

Cambell, in his *Lives of the Admirals*, gives no credit to this account, as it would have very much exceeded the force of the Spanish armada; he therefore supposes it must be an error of at least one hundred years. The most accurate account we seem to have of the navy at this time, makes it consist of only twenty-four ships: the largest was the *Triumph* of one thousand tons, and the smallest the *George* of sixty. The whole number of ships in England at this time was estimated, at one hundred and thirty-five, from one hundred tons and upwards, and six hundred and fifty, from one hundred to forty tons†.

The Russia company again fitted out two ships to discover a north-east passage to the East Indies, which proved 1580
unsuccessful and unfortunate; one was lost, and all on board perished.

The Queen dined on board the ship in which Sir Francis 1581
Drake had sailed round the world, and gave directions that it should be preserved as a lasting monument of his own and of his country's glory. In process of time the ship decaying, it was broken up, and a chair made of the planks was presented to the university of Oxford.

An attempt was made by four English ships to make a 1582
voyage to China, but meeting with many disasters, returned home, having reached no farther than the coast of Brazil.

A charter was granted by the queen to a society of mer- 1583
chants to make discoveries in America.

Captain John Davis sailed into, and discovered those 1585
straits in North America, which now bear his name.

Letters patent were first granted to a company trading to the coast of Barbary.

* See the *Life of Sir Francis Drake*, *Cam. Lives of Admirals*, vol. 1. page 421.

† See *Cam. Lives of Admirals*, vol. 1. page 355.—It is evident that only thirteen of the largest were of the navy royal, the rest, as had been usual, were hired from the merchants.

A.D. 1586 Mr. Thomas Cavendish fitted out three ships at his own expence, to sail on a voyage round the globe, which he effected in two years and two months, passing through the Straits of Magellan. This was the second circumnavigation of the world by the English.

1587 The queen sent a fleet consisting of forty ships under the command of Sir Francis Drake, to the coast of Spain, to counteract the naval preparations of Philip II.; on the admiral's arrival off Cadiz he forced six gallies, which were guarding the coast, to take shelter under their forts, and burnt one hundred large ships laden with ammunition. After performing this service, Sir Francis Drake sailed for the Azores, where he took a valuable Portuguese East-India ship. The journal, charts, &c. &c. found on board this ship, suggested the first idea to the queen of establishing an East-India company.

Rear admiral Sir John Hawkins lying with a fleet of her Majesty's ships in Catwater, fired a shot at a Spanish admiral, who came into Plymouth with the fleet that was going to escort Ann of Austria, for not striking his flag, and paying the usual honors to her Majesty's colours, which after much altercation he compelled him to do.*

It is Sir John Hawkins to whom the royal navy is so much indebted for instituting the noble fund, the chest at Chatham, he also laid the foundation of that noble and humane receptacle for disabled seamen, the Royal Hospital at Greenwich.†

1588 In the month of July of this year, was that ever memorable victory gained over the Spanish Armada, which sailed from the Tagus on the 29th of May, but from encountering bad weather and other disasters, did not enter the channel until the 19th of July, under the command of the Duke Medina Sidonia. The force of the English squadron under the command of Lord Charles Howard, is variously related, neither is there any account given of the exact number of guns. That the reader may form some idea of their respective forces, an abstract of each squadron is here inserted, viz.

* See Cam. Lives Adm. vol. 1. p. 416. Life of Sir John Hawkins.

† Sir Francis Drake contributed much to these excellent Institutions.

<i>Squadrons and Commanders.</i>	<i>Ships.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>Mariners.</i>	<i>Soldiers</i>	<i>A.D.</i>
The squadron of Portuguese galleons, under the particular command of the generalissimo - -	12	7739	389	1242	3086	1588
The fleet of Biscay, commanded by Don Juan Mannez de Recaldes, captain-general - - -	14	5861	302	906	2117	
The fleet of Castile, commanded by Don Diego de Valdez - - - -	16	8054	477	1793	2624	
The Andalusian squadron, commanded by Don Pedro de Valdez, general -	11	8692	315	776	2359	
The squadron of Guipuscoa, commanded by Don Mig-hal de Oquerdo - -	14	7192	296	608	2120	
The eastern fleet of ships called Lavantiscas, commanded by Don Martin Ver-tondonna - - - -	10	8632	319	844	2793	
The fleet of ships called no-cals or hulks, commanded by Don Juan Lopez de Medina - - - -	23	10860	446	950	4170	
Pataches and zebeas*, com-manded by Don Antonio de Mendoza - - -	24	2090	204	746	1103	
The galleasses of Naples, commanded by Don Hugo de Monendo - - -	4	—	200	477	744	
The gallies of Portugal, com-manded by Don Diego de Mediena - - - -	4	—	200	424	440	
Total	132	59120	3148	8766	21556	

By a Spanish manuscript their force consisted of one hundred and forty-five ships and vessels; the number of galley slaves, exclusive of the above, amounted to 2088.

* I suppose are meant polacres and zebecs.

A. D. 1588 The naval force of England to oppose the Spanish armada, under the command of Lord Charles Howard of Effingham, lord high admiral, Sir Francis Drake, vice-admiral, and Sir John Hawkins, rear-admiral.

<i>Squadrons.</i>	<i>Num.</i>	<i>Tons.</i>	<i>Mens.</i>
Ships and vessels of her Majesty's	34	11850	6279
Merchant ships serving by tonnage			
with the lord high admiral - -	10	750	239
Do. serving with Sir Francis Drake	32	5120	2348
Fitted out by the city of London -	38	6130	2710
Coasters with the lord high admiral -	20	1930	993
Coasters with Lord Henry Seymour	23	2248	1073
Voluntary ships - - - -	18	1716	859
Victuallers - - - -	15	1795	455
Total	190	31539	14956

with seven other vessels not mentioned, carrying 474 men, which makes the whole number of them to be 15,430.

A naval historian* states the number of men to be 15,272, and tonnage 31,985, so that taking the greatest proportion of men and tonnage on the side of England, that of Spain exceeded it 27,135 tons, and 13,535 men.

On the 20th of July the two fleets got sight of each other, that of Spain steering up channel in the form of a crescent, and extending near seven miles. The English Admiral having the advantage of the wind, permitted them to continue their course till the next day; when off the Eddystone, he commenced the action by attacking their rear with so much judgment and effect, that they were soon completely routed; the battle continued for several days; at length the Spaniards harrassed and beaten in all quarters, were totally dispersed; so that out of the whole of this formidable armament, not more than fifty sail returned to relate this unfortunate disaster in their own country.

In this action we first read of fire-ships being brought into use, and indeed they had so good an effect, that the victory may be greatly attributed to the confusion these destructive machines caused among the Spanish fleet, who

* Harvey's Naval History.

certainly

certainly fought with distinguished bravery and intrepidity*. A.D.

Elizabeth determined to retaliate on the Spaniards, 1589 fitted out a fleet in the spring, consisting of one hundred and forty-six sail, having on board fourteen thousand men. The queen only furnished six of the ships, the rest were equipped at the expence of individuals, so that it may be stiled the greatest privateering expedition that was ever undertaken. To this force Sir Francis Drake and Sir John Norris were appointed commanders. They first sailed to Corunna, which was taken, and the adjacent country burnt. The next attempt was against Lisbon; but fearing to venture the large ships up the river Tagus, Sir Francis Drake took and destroyed the castle of Cascais, and seized upon sixty large ships belonging to the Hanse towns, laden with corn and ammunition; these with one hundred and fifty pieces of cannon, and the destruction of Vigo, were the chief fruits of this expedition.

The queen allotted the sum of 8970*l.* a year for the repairs of the Royal Navy. 1590

About this time the telescope or spying-glass was first discovered, and invented by Janssen, a spectacle-maker, of Middlebourg in Zealand. The story related is, that his children playing with some spectacle-glasses, happened to fix two of them at the extremities of a tube, and looking through were surprised to perceive objects apparently nearer and magnified: their exclamations attracted the notice of their father, who equally astonished, communicated his ideas to some friends, who assisted him in forming the first telescope; but it is to the incomparable Sir Isaac Newton that we are indebted for the invention of the reflecting telescope†. By it also did soon after the famous Galileo first discover the satellites of Jupiter, the milky way to be composed of innumerable small stars, that the moon was of the same nature, and similar to the globe which it turns round: he began from thence to study the planets and stars; and endeavoured by these heavenly bodies to find safe and sure guides to the pursuits of

* See Cam. Lives of Admirals, vol. 1. Kent's Bio. Naut. vol. 2. page 232. Harvey, vol. 2. page 412. The two latter give a list of the ships in each squadron.

† See Anderson's Origin of Commerce, vol. 2. page 173, and Universal History.

A.D. 1590 mariners, and not without hopes of discovering the longitude. Unfortunately this great astronomer lost his sight.

Toricelli, a pupil of Galileo, invented at this time the barometer.

Ten English merchant ships, on their return from the Levant, fell in with, and fought most bravely for six hours, twelve large Spanish gallees, commanded by the famous Don Andrea de Doria, Viceroy in the straits of Gibraltar, which they compelled to take shelter in an adjoining harbour much disabled*.

1591 The first voyage to the East-Indies was undertaken by Captain Lancaster, who sailed with three ships fitted out for that purpose. Before they reached the Cape of Good Hope, the crew became so very sickly that it was found necessary to send one to England with the invalids; another was lost with all its crew in a gale of wind; and Captain Lancaster's own ship, on her return home, having stopped at an uninhabited island†, the crew mutinied and ran away with the ship, while the Captain and the rest were on shore seeking for refreshments: here they remained three years, when a ship fortunately arrived, and relieved him and his miserable companions from their wretched situation, several having actually perished for want.

Lord Thomas Howard sailed to the Azores to intercept the Spanish Plate fleet, with a squadron of seven of the queen's ships, and as many fitted out by private adventurers. While off the isle of Floreo, he was surprised and suddenly attacked by a Spanish fleet, consisting of fifty-three sail, under the command of Don Antonio Bassano. The action was long and bloody. The Revenge, commanded by Vice-Admiral Sir Richard Grenville, was taken, after a most furious and gallant resistance, in which the Admiral was killed, and the ship soon after, being in the possession of the Spaniards, sunk with two hundred of them on board. One Spanish man of war and a fly boat were also sunk.

Sir George Carey cruising off Cape Corientes, in the West-Indies, with three ships of the queen's, fell in with, and was most warmly attacked by eight sail of Spanish vessels, four of them ships of war, considerably superior both in size and force; the other two were transports.

* See Kent's Bio. Naut. vol. 2. page 309.

† Probably St. Helena or Ascension.

Sir George defended himself with the utmost bravery, notwithstanding he was shamefully deserted by the other two ships, he at length compelled the Spaniards to sheer off. The action continued in a running fight from seven in the morning till eleven at night*.

A.D.

1591

The Centurion, in the Turkey trade, commanded by Mr. Robert Bradshaw, on his return to England, was attacked near the straits of Gibraltar by five Spanish galleys, having on board one thousand men; they instantly grappled the Centurion, two on each side, and one astern; but the brave Bradshaw, with only forty-eight men and two boys, made so gallant and noble a defence, that after a most bloody conflict of five hours, he obliged the Spaniards to sheer off, with the loss of a great number of men, many having perished by plunging into the sea. The Centurion had only four killed, and ten wounded. She fell in the next day with six more Spanish ships; but notwithstanding her disabled state they declined bringing her to action.

A small squadron was sent, under the command of Sir Martin Frobisher, to reduce Brest. Sir John Norris commanded the troops, and laid siege to it by land, while the Admiral entered the harbour with four men of war, blocked it up, and landed the seamen, who, in conjunction with the troops, stormed the fort, which, though nobly defended, was taken with considerable slaughter. Sir Martin Frobisher was severely wounded in the thigh, and died soon after.

1594

Sir John Hawkins† and Sir Francis Drake sailed to the West-Indies with a considerable fleet; the former dying soon after he left England, the command devolved on Sir Francis Drake, who forced the harbour of Porto Rico; but the Spaniards made so gallant a resistance, that he was obliged to relinquish this enterprize; he then attempted to cross the Isthmus of Darien to Panama, in the South Seas, where he proved equally unsuccessful. These severe checks so ill agreed with the haughty spirit of Drake, that he died on his return home.

1595

* See Kent's Bio. Naut. vol. 2. page 312.

† Sir John Hawkins held a command at sea forty-eight years, and was Treasurer of the Navy twenty years. Sir William Monson tells us, that he introduced more useful inventions into the navy, and established better regulations than any officer which had commanded before his time.

A.D. Don Diego Brochero with four Spanish gallies landed
 1595 in Cornwall, and destroyed the towns of Mousehole, Newlin, and Penzance.

1596 To revenge this insult an expedition was planned to destroy the Spanish fleet in the harbour of Cadiz; accordingly a fleet was fitted out, consisting of one hundred and twenty-six ships, seventeen of which were the queen's, with seven thousand troops embarked on board. These were joined by a Dutch squadron of twenty-four sail, under the command of Admiral Van Duvenwoord, the whole to be commanded by the Lord High Admiral Effingham and Earl of Essex.

On the 1st of June this armament sailed from Plymouth, and arrived before Cadiz on the 20th. The city, after a most obstinate and gallant defence, was taken, and the fortifications entirely destroyed. The treasures found in it were immense. The Spaniards gave five hundred and twenty thousand ducats to save the city from plunder. Eleven of the King of Spain's best ships and forty-four large merchant ships were burnt in the harbour. Two galleons and one hundred brass cannon were brought to England.

1597 On the 9th of July a powerful fleet of one hundred and twenty sail, and ten Dutch men of war, sailed from Plymouth, under the command of the Earl of Essex, Vice-Admiral Lord Thomas Howard, and Sir Walter Raleigh. This expedition was intended for the destruction of the Spanish fleet collected at Ferrol and the Groyne; but unfortunately meeting with tempestuous weather, they were dispersed and much disabled. The Earl of Essex gave up the idea of going to Ferrol, and steered for the Azores, to intercept the Spanish fleet expected from Mexico; had the Earl of Essex been better acquainted with the profession of the sea, he would most probably have succeeded and captured the whole Spanish fleet; but from an ill-judged manœuvre, when he had got sight of them, they were suffered to make sail, and all excepting three escaped into the harbour of Angra, which was well defended by strong forts. The three ships taken were so richly laden as to defray the expences of the expedition.

The Spaniards availed themselves of the absence of the English fleet to enter the channel with a powerful squadron, in hopes of making a descent on the coast; but they
 were

were overtaken by so violent a storm that their fleet was dispersed, many were driven ashore on the English coast, and others taken. A.D. 1597

After two unsuccessful attempts made by the Dutch to sail to the East-Indies in the years 1594 and 1595, by going round the coasts of Norway and Lapland, and to the North-east coast of Nova Zembla, they this year sent out ships, which sailing through the straits of Magellan and returning by the Cape of Good Hope were more successful. This was the first voyage round the world by the Dutch. 1598

The Earl of Cumberland was the first subject in England who built a ship of the size of eight hundred tons. This bold and noble adventurer fitted out a squadron of eleven sail at his own expence; with these he failed to intercept the Lisbon fleet on its passage to the East-Indies; but failing in this object, he proceeded to the Canaries, and from thence to Porto Rico, where he made himself master of the city and harbour, with the intention of making it his chief rendezvous whilst he should continue to cruize in the Spanish main, and among the West-India islands. A pestilential disease spreading rapidly among his people, reduced them so considerably, that he was at length obliged to abandon his conquests and return to England, after having acquired little else but glory.

A great fleet was equipped, and collected in the Downs, more with a view to intimidate the Spaniards than for any other purpose. Having had the desired effect, it was laid up again in three weeks. England had at this early period improved so much in maritime skill and affairs, that this fleet was fitted out for sea in twelve days. 1599

The first charter was granted to a society of merchants for trading to the East-Indies, which was the establishment of the East-India Company. 1600

The above society fitted and sent out, for the first time, five ships, from six hundred to one hundred tons burden, the command was given to Captain James Lancaster, who has been already mentioned. On their passage home they took possession of the island of St. Helena; and in the year 1651 the English formed a settlement there. This voyage was performed in two years and seven months. 1601

In this year also we have the first account of ships having been fitted out by France for the East-Indies.

A.D. 1602 Sir Richard Levifsen and Sir William Monson cruizing with a squadron on the coast of Portugal, attacked in the road of Cerimbra a galleon and eleven Spanish gallies; they had placed themselves so immediately under the fort, as in conjunction with it greatly to annoy the English ships, without their being materially damaged in return. The English however bravely forced the harbour, burnt several of the gallies, drove the garrison from the fort, and captured the galleon, with a million pieces of eight on board.

Sir Robert Mansell fell in with a fleet of six gallies off the coast of Flanders, the whole of which he took and drove on shore, excepting one, which escaped into Dunkirk.

JAMES I.*

1603 Surat first settled by the English East-India Company.

1604 A dispute having arisen between the English and Dutch with respect to the compliment of the flag, a fleet was sent to sea under the command of Sir William Monson, who, on his arrival in the Downs from Calais, where he had been to escort over the Emperor's Ambassador, observed six ships lying there in addition to those he had left three days before. On his nearer approach he discovered them to be Dutch men of war, whose Admiral, on Sir William Monson passing their squadron, struck his flag three times. The English Admiral, not satisfied with this compliment, persisted on his keeping it struck during his cruize on the English coast.

1606 Virginia, in North America, was first permanently settled by Mr. Percy, brother to the Duke of Northumberland, who sailed up the bay of Chesapeake into a large and fine river, on the banks of which he built a town and formed the first settlement, naming both it and the river James, in honour of the king.

1607 Mr. Henry Hudson discovered the bay, which at this day bears his name. He sailed as far north as the latitude of 80 degrees 23 minutes, where he was stopped by the ice, and obliged to return.

* Appendix, Chap. I. No. 1. State of the Royal Navy at the death of Queen Elizabeth.

The king ordered to be built at Woolwich the finest A.D. ship ever seen in England; she was one hundred and four- 1610 teen feet keel, and forty-four feet beam, her burden fourteen hundred tons, and mounted with sixty-four guns. She was named the Prince.

The first voyage was undertaken by the English to Greenland on the whale fishery by two ships, both of which were lost, and their crews miserably perished.

The Danes first sailed to the East-Indies, and in 1617 1612 settled at Tranquebar.

The island of Barbadoes discovered and settled by the English; also Bermudas or the Somers islands; these last had been discovered some time before, most likely by Sir George Somers, who was wrecked upon them in the year 1609, and whose name they bear, but have since been corrupted to Summer.

George Spilbergen sailed with four ships from Holland, 1614 passing through the straits of Magellan, and returned home by the Cape of Good Hope. This was the second voyage performed by the Dutch round the world.

Lord Napier was the inventor of logarithms, which have proved so useful in the mathematics, &c.

Le Maire and Schonten, two Dutch merchants, were 1616 the first who sailed round Cape Horn, passing through the straits, which they named Le Maire, and the Cape Horn after the town in Holland, from whence they came.

A most remarkable, and indeed memorable action, was 1617 fought in the Mediterranean by the Dolphin merchant ship of 18 guns, and 36 men, commanded by Captain Edward Nichols. This ship being off Calia gri, on the island of Sardinia, fell in with, and after a most bloody engagement, beat off five large Turkish ships*. In this unequal conflict the Dolphin had six men and a boy killed, eight men and a boy wounded.

The first African company was established and erected 1618 by charter.

Sir Robert Mansell sailed from Plymouth in the month 1620 of October, with six men of war and twelve merchant ships, on an expedition against Algiers.

* Two of 300 tons, 28 guns—250 men }
One of 200 tons, 24 guns—250 men } each
Two of 100 tons, 22 guns—200 men }

A.D. On the 27th of November the fleet anchored in the
 1620 road and saluted the fort, to which no return was made. Sir Robert Mansell remonstrated with the Dey upon the insult offered to the English flag; which was settled after some time passing in negotiation. The Admiral then sailed over to the coast of Spain, where he fell in with six French men of war, and obliged their Admiral to strike his flag, and pay him the usual compliments.

The English East-India Company first settled at Madras, or Fort St. George, on the coast of Coromandel.

1621 In the spring of this year Sir Robert Mansell attempted to destroy the ships in Algiers Mole, in revenge for the insult he had received the preceding year.

1622 The first established contract for victualling the Royal Navy, wherein is expressed the kind of provisions, and also the quantities allowed and times of serving it to the seamen, viz.

“ Every man’s allowance was one pound of biscuit, one
 “ gallon of beer, two pounds of beef with salt four days
 “ in the week; or else instead of beef, for two of those
 “ four days, one pound of bacon or pork, and one pint of
 “ pease, as heretofore hath been used and accustomed; and
 “ for the other three days in the week, one quarter of
 “ stock-fish, half a quarter of a pound of butter, and a
 “ quarter of a pound of cheese. Saving for the Friday to
 “ have the quantity of fish, butter, and cheese, but for one
 “ meal, or else instead of stock-fish, such quantity of other
 “ fish or herrings, as the time of the year shall afford.

“ The purfers to be paid by the contractors for necessities, as wood, coals, candles, dishes, cans, lanterns,
 “ &c. viz. in service at sea, sixpence for every man per
 “ month; and in harbour twelve-pence, and two shillings
 “ to every ship for lading-charges by the month.

“ The contractors to have the use of all his majesty’s
 “ brew-houses, bake-houses, mills, and other store-houses,
 “ as well as at Tower-hill, as at Dover, Portsmouth, and
 “ Rochester, paying the same rent as former contractors
 “ paid.

“ The allowance to the said contractors for every man’s
 “ victuals, in harbour, sevenpence halfpenny, and at sea
 “ eightpence per day.

“ The contractors were Sir Allen Apfley, and Sir
 “ Sampson Darrell, who were to enjoy, during life, the
 “ title

"title and office of general purveyors of the victuals of his
"majesty's navy." A.D. 1622

During this reign ten more ships were added to the royal navy, in all sixty-two sail, and fifty thousand pounds a year were expended for the fleet. The king gave annually thirty thousand pounds worth of timber from the royal forests for the use of the navy*.

Voyages to the East-Indies became now more frequent. Virginia, New England, and many other parts of the continent of North America were possessed and settled by the English.

Mr. Gunter, professor of astronomy, at Gresham College, Cambridge, published his Scale of Logarithms, Sines, &c. which has been since much improved by Mr. John Robertson. 1624

CHARLES I.

A comptroller, surveyor, clerk of the navy, &c. were stationed in separate branches, subordinate to the lord high admiral or the admiralty board; from whom these commissioners were to receive directions and orders respecting the royal navy. 1625

In the war with Spain a powerful fleet was fitted out, consisting of eighty English and Dutch ships, under the command of Cecil, afterwards created Baron Putney, Viscount Wimbleton. The Earls of Essex and Denbigh embarked on board the fleet with ten regiments. This formidable armament departed from Plymouth on the 7th of October, but were soon after dispersed in a gale of wind. They fortunately united again on the 19th off Cape St. Vincent, which had been appointed as the place of rendezvous. It was now resolved in a council of war to proceed directly to the attack of Cadiz. On the 22d the fleet appeared before it, when the Earl of Essex stood boldly into the bay to attack seventeen ships and eight or ten galleys, which were observed lying there; but not being properly supported, the enemy had time to take shelter under the fort at Port Royal. Some thousand troops were landed, and made themselves masters of the fort at Puntal, meeting with very little resistance. The soldiers having

* Appendix, Chap. I. No. 2. State of the Royal Navy at the death of King James I.

A.D. 1625 unfortunately discovered and broke into the stores, which contained wine, became so excessively intoxicated, that had the enemy known, and availed themselves of their situation, the slaughter must have been dreadful. The officers, greatly alarmed at this disaster, hastened the reembarkation of the troops, and the fleet proceeded to sea, where it became so extremely sickly, that on its return to England there were found scarce men sufficient to work the ships. Thus ended this unsuccessful expedition, which had it been entrusted to men of approved nautical abilities, might have poured immense treasures into the nation, and crowned the English arms with immortal glory.

Sir Thomas Warner and M. Desnombrou, a sea captain in the service of France, landed on the same day, and jointly took possession of, and settled the island of St. Christopher's for their respective nations.

1626 By a proclamation the wages of the seamen in the royal navy were encreased to twenty shillings a month, which had been till now only fourteen. An ordinary seaman's to fourteen, which had been only nine shillings, besides an allowance to a chaplain of fourpence, to a barber twopence, and to the chest at Chatham sixpence per month.

1627 Three expeditions were undertaken to assist the people of Rochelle, who were in the protestant interest. All of which failed, and in the end they were obliged to submit to the king of France*.

The Duke of Buckingham, Lord High Admiral, while at Portsmouth superintending the equipment of the fleet, was murdered by Felton, an officer in the army, who surrendered himself up to the law.

1628 The Dutch discovered New Holland; but we are indebted to our ever-memorable circumnavigator, Captain Cooke, who, in the year 1769, sailed round this extensive tract of land, and discovered it to be an island.

1629 The Bahama islands first possessed by the English, and the Carolinas in North America planted.

The various disputes which constantly arose, respecting the honour of the flag which the English claimed, induced the famous Hugo Grotius to write a treatise, in which he endeavoured to prove the futility of our title to the dominion of the sea; which, agreeable to his ideas, was a gift

* Campbell's Lives of the Admirals, vol. 1. page 536.

from God common to all nations. This book he calls *Mare Liberum*. In the year 1634 Mr. Selden wrote a treatise in answer to it, which he called *Mare Clausum*, in which he very forcibly and incontrovertibly asserts the right we have so justly claimed from our ancestors, and to impress it firmly on the minds not only of foreigners, but Britons, says, "That they have an hereditary and uninterrupted right to the sovereignty of their seas, conveyed to them from their ancestors, in trust for their latest posterity." A copy of this book was ordered by the king to be kept in the court of admiralty, there to remain as a just evidence of our dominion of the sea.

A.D.
1629

The island of Antigua was first settled by the English, and permanently established in its possession in the year 1666.

1632

The Dutch first made a settlement at the island of St. Eustatia.

The first appointment of a clerk and keeper of all the king's stores, and store-houses, at Chatham, Deptford, Portsmouth, &c.

1634

Curassoa first possessed and settled by the Dutch.

A proclamation was published prohibiting ship-wrights and artificers from entering into foreign services; also for asserting the sovereignty of the sea, and to regulate the manner of wearing the flag.

A proclamation to prevent foreigners from fishing upon his majesty's seas and coasts.

1635

The French first made a settlement on the islands of Martinico and Guadaloupe, also on the river Niger or Senegal, on the coast of Africa.

A junction of the French and Dutch fleets caused the king to equip, and send to sea, a superior naval force, consisting of forty ships of war, which on the 26th of May sailed in quest of them, under the command of the Earl of Lindsey. The combined fleets joined off Portland, and vauntingly gave out that they intended to assert their own independence, and to dispute that prerogative which the English claimed in the narrow seas. As soon as they were informed that the English fleet was at sea, and in search of them, they quitted the coast, and repaired to their own.

An arbitrary tax having been imposed in the year 1634, by the name of ship-money, which compelled all the sea-port-towns to furnish a fleet to prevent the Dutch fishing

1636

A.D. 1636 on the coast of Britain; it was now extended throughout the whole kingdom. The fleet was to consist of forty-four ships, carrying eight thousand men, and to be armed and fitted for war*.

The Dutch still persisting to fish upon the northern British coast, a fleet consisting of sixty sail of men of war, was sent to sea under the command of the Earl of Northumberland as admiral, vice-admiral Sir John Pennington, and rear-admiral Sir Henry Marom. Upon the admiral's arrival in the North Sea, he discovered the Dutch buffes, and directed them to desist from fishing, and immediately to quit the coast. The Dutch paid no attention to these orders, but continued to fish; upon which the admiral made use of force to compel them. These measures brought about a negociation, and the Dutch fishermen requested of the earl of Northumberland to solicit the king to permit them to fish this year, for which they would willingly pay thirty thousand pounds: at the same time expressed a wish to obtain a grant from the king for them to have permission to fish there in future, paying him an annual tribute. The Dutch condemned this proceeding, and said that it was an act of violence committed on them, because they were defenceless. This assertion was disproved by the journal of the Earl of Northumberland, who says they had a squadron of ten men of war, and were joined on the 20th of August, the same year, by twenty more, under the command of Vice Admiral Dorp, who so far from remonstrating with the English admiral on his proceedings, saluted him by lowering his topails, striking his flag, and the firing of guns.

Upon the earl of Northumberland's return with his fleet to the Downs, he discovered twenty-six sail of Spaniards bound to Dunkirk, who upon his approach, paid the marks of respect due to the English flag.

1637 The king directed to be built at Woolwich the Royal Sovereign, which was the first three decked ship in the royal navy; her dimensions were, viz. Feet.

In length by the keel - - - - - 128

In length from the fore end of the beak head }
to the after end of the stern - - - - - } 232

Breadth on the beam - - - - - 48

* Rushworth's Historical Collections, vol. 1. page 335.

Height from the bottom of the keel to the top of } the stern lantern - - - - - }	76	A.D. 1637
Number of ports on the lower deck - - - - -	30	
Ditto on the middle deck - - - - -	30	
Ditto on the upper deck - - - - -	26	
Ditto on the quarter deck - - - - -	14	
Ditto on the forecastle - - - - -	12	
Ditto stern and bow chases - - - - -	10	

Tons in burden 1637, by some authors 1740; she carried eleven anchors, the largest weighing 4400 pounds: it is said that she had five stern lanterns, the center so large as to contain ten persons upright. This ship was built by Peter Pet, Esq. under the inspection of the famous Phœneas Pet, one of the principal officers of the navy.

France began to establish a regular marine, having fifty ships and twenty gallies in her navy, and for the first time shewed her superiority over Spain at sea; upon which occasion the Cardinal Richlieu had placed upon the stern of the largest French ship of war, the following gasconading motto, viz.

“ Florent quoque Lilia ponto.”

Which they modestly thus translated, viz.

“ Even on the main,

“ Our Gallic lilies triumph over Spain.”

By the king's proclamation, for the relief of maimed, shipwrecked, or otherwise distressed sailors in the merchant's service, and for the poor widows and children of such as shall be killed or lost in merchandizing voyages, six pence per month was deducted from the pay of sea officers, and four pence per month from all sailors' wages, from the port of London. This money was placed under the management of the corporation of the Trinity House. The sailors in the East India Company's service were not included, they being provided for out of a fund of their own.

The Spaniards, whose naval power had been greatly reduced, were resolved to make one grand effort for the relief of Dunkirk; they accordingly fitted out and sent from Corunna sixty-seven large ships, having on board twenty-five thousand seamen, and twelve thousand soldiers. The Dutch were lying before Dunkirk, determined to dispute the point with them. Admiral Van Tromp was cruising in the Channel, with only seventeen ships of war, and fell in with the Spaniards, whom he most furiously attacked, notwithstanding

A. D. 1588 The naval force of England to oppose the Spanish armada, under the command of Lord Charles Howard of Effingham, lord high admiral, Sir Francis Drake, vice-admiral, and Sir John Hawkins, rear-admiral.

<i>Squadrons.</i>	<i>Num.</i>	<i>Tons.</i>	<i>Men.</i>
Ships and vessels of her Majesty's	34	11850	6279
Merchant ships serving by tonnage			
with the lord high admiral - -	10	750	239
Do. serving with Sir Francis Drake	32	5120	2348
Fitted out by the city of London -	38	6130	2710
Coasters with the lord high admiral -	20	1930	993
Coasters with Lord Henry Seymour	23	2248	1073
Voluntary ships - - - -	18	1716	859
Victuallers - - - -	15	1795	455
	—	—	—
Total	190	31539	14956

with seven other vessels not mentioned, carrying 474 men, which makes the whole number of them to be 15,430.

A naval historian* states the number of men to be 15,272, and tonnage 31,985, so that taking the greatest proportion of men and tonnage on the side of England, that of Spain exceeded it 27,135 tons, and 13,535 men.

On the 20th of July the two fleets got sight of each other, that of Spain steering up channel in the form of a crescent, and extending near seven miles. The English Admiral having the advantage of the wind, permitted them to continue their course till the next day; when off the Eddystone, he commenced the action by attacking their rear with so much judgment and effect, that they were soon completely routed; the battle continued for several days; at length the Spaniards harrassed and beaten in all quarters, were totally dispersed; so that out of the whole of this formidable armament, not more than fifty sail returned to relate this unfortunate disaster in their own country.

In this action we first read of fire-ships being brought into use, and indeed they had so good an effect, that the victory may be greatly attributed to the confusion these destructive machines caused among the Spanish fleet, who

* Harvey's Naval History.

certainly fought with distinguished bravery and intrepidity*. A.D.

Elizabeth determined to retaliate on the Spaniards, 1589 fitted out a fleet in the spring, consisting of one hundred and forty-six sail, having on board fourteen thousand men. The queen only furnished six of the ships, the rest were equipped at the expence of individuals, so that it may be stiled the greatest privateering expedition that was ever undertaken. To this force Sir Francis Drake and Sir John Norris were appointed commanders. They first sailed to Corunna, which was taken, and the adjacent country burnt. The next attempt was against Lisbon; but fearing to venture the large ships up the river Tagus, Sir Francis Drake took and destroyed the castle of Cascais, and seized upon sixty large ships belonging to the Hanse towns, laden with corn and ammunition; these with one hundred and fifty pieces of cannon, and the destruction of Vigo, were the chief fruits of this expedition.

The queen allotted the sum of 8970 l. a year for the repairs of the Royal Navy. 1590

About this time the telescope or spying-glass was first discovered, and invented by Janssen, a spectacle-maker, of Middlebourg in Zealand. The story related is, that his children playing with some spectacle-glasses, happened to fix two of them at the extremities of a tube, and looking through were surprised to perceive objects apparently nearer and magnified: their exclamations attracted the notice of their father, who equally astonished, communicated his ideas to some friends, who assisted him in forming the first telescope; but it is to the incomparable Sir Isaac Newton that we are indebted for the invention of the reflecting telescope†. By it also did soon after the famous Galileo first discover the satellites of Jupiter, the milky way to be composed of innumerable small stars, that the moon was of the same nature, and similar to the globe which it turns round: he began from thence to study the planets and stars; and endeavoured by these heavenly bodies to find safe and sure guides to the pursuits of

* See Cam. Lives of Admirals, vol. 1. Kent's Bio. Naut. vol. 2. page 232. Harvey, vol. 2. page 412. The two latter give a list of the ships in each squadron.

† See Anderson's Origin of Commerce, vol. 2. page 173, and Universal History.

mariners,

A.D. 1590 mariners, and not without hopes of discovering the longitude. Unfortunately this great astronomer lost his sight.

Toricelli, a pupil of Galileo, invented at this time the barometer.

Ten English merchant ships, on their return from the Levant, fell in with, and fought most bravely for six hours, twelve large Spanish gallees, commanded by the famous Don Andrea de Doria, Viceroy in the straits of Gibraltar, which they compelled to take shelter in an adjoining harbour much disabled*.

1591 The first voyage to the East-Indies was undertaken by Captain Lancaster, who sailed with three ships fitted out for that purpose. Before they reached the Cape of Good Hope, the crew became so very sickly that it was found necessary to send one to England with the invalids; another was lost with all its crew in a gale of wind; and Captain Lancaster's own ship, on her return home, having stopped at an uninhabited island†, the crew mutinied and ran away with the ship, while the Captain and the rest were on shore seeking for refreshments: here they remained three years, when a ship fortunately arrived, and relieved him and his miserable companions from their wretched situation, several having actually perished for want.

Lord Thomas Howard sailed to the Azores to intercept the Spanish Plate fleet, with a squadron of seven of the queen's ships, and as many fitted out by private adventurers. While off the isle of Floreo, he was surprised and suddenly attacked by a Spanish fleet, consisting of fifty-three sail, under the command of Don Antonio Bassano. The action was long and bloody. The *Revenge*, commanded by Vice-Admiral Sir Richard Grenville, was taken, after a most furious and gallant resistance, in which the Admiral was killed, and the ship soon after, being in the possession of the Spaniards, sunk with two hundred of them on board. One Spanish man of war and a fly boat were also sunk.

Sir George Carey cruising off Cape Corientes, in the West-Indies, with three ships of the queen's, fell in with, and was most warmly attacked by eight sail of Spanish vessels, four of them ships of war, considerably superior both in size and force; the other two were transports.

* See Kent's Bio. Naut. vol. 2. page 309.

† Probably St. Helena or Ascension.

Sir George defended himself with the utmost bravery, notwithstanding he was shamefully deserted by the other two ships, he at length compelled the Spaniards to sheer off. The action continued in a running fight from seven in the morning till eleven at night*. A.D. 1591

The Centurion, in the Turkey trade, commanded by Mr. Robert Bradshaw, on his return to England, was attacked near the straits of Gibraltar by five Spanish galleys, having on board one thousand men; they instantly grappled the Centurion, two on each side, and one astern; but the brave Bradshaw, with only forty-eight men and two boys, made so gallant and noble a defence, that after a most bloody conflict of five hours, he obliged the Spaniards to sheer off, with the loss of a great number of men, many having perished by plunging into the sea. The Centurion had only four killed, and ten wounded. She fell in the next day with six more Spanish ships; but notwithstanding her disabled state they declined bringing her to action.

A small squadron was sent, under the command of Sir Martin Frobisher, to reduce Brest. Sir John Norris commanded the troops, and laid siege to it by land, while the Admiral entered the harbour with four men of war, blocked it up, and landed the seamen, who, in conjunction with the troops, stormed the fort, which, though nobly defended, was taken with considerable slaughter. Sir Martin Frobisher was severely wounded in the thigh, and died soon after. 1594

Sir John Hawkinst† and Sir Francis Drake sailed to the West-Indies with a considerable fleet; the former dying soon after he left England, the command devolved on Sir Francis Drake, who forced the harbour of Porto Rico; but the Spaniards made so gallant a resistance, that he was obliged to relinquish this enterprize; he then attempted to cross the Isthmus of Darien to Panama, in the South Seas, where he proved equally unsuccessful. These severe checks so ill agreed with the haughty spirit of Drake, that he died on his return home. 1595

* See Kent's Bio. Naut. vol. 2. page 312.

† Sir John Hawkins held a command at sea forty-eight years, and was Treasurer of the Navy twenty years. Sir William Monson tells us, that he introduced more useful inventions into the navy, and established better regulations than any officer which had commanded before his time.

A.D. Don Diego Brochero with four Spanish gallies landed
 1595 in Cornwall, and destroyed the towns of Mousehole, Newlin, and Penzance.

1596 To revenge this insult an expedition was planned to destroy the Spanish fleet in the harbour of Cadiz; accordingly a fleet was fitted out, consisting of one hundred and twenty-six ships, seventeen of which were the queen's, with seven thousand troops embarked on board. These were joined by a Dutch squadron of twenty-four sail, under the command of Admiral Van Duvenwoord, the whole to be commanded by the Lord High Admiral Effingham and Earl of Essex.

On the 1st of June this armament sailed from Plymouth, and arrived before Cadiz on the 20th. The city, after a most obstinate and gallant defence, was taken, and the fortifications entirely destroyed. The treasures found in it were immense. The Spaniards gave five hundred and twenty thousand ducats to save the city from plunder. Eleven of the King of Spain's best ships and forty-four large merchant ships were burnt in the harbour. Two galleons and one hundred brass cannon were brought to England.

1597 On the 9th of July a powerful fleet of one hundred and twenty sail, and ten Dutch men of war, sailed from Plymouth, under the command of the Earl of Essex, Vice-Admiral Lord Thomas Howard, and Sir Walter Raleigh. This expedition was intended for the destruction of the Spanish fleet collected at Ferrol and the Groyne; but unfortunately meeting with tempestuous weather, they were dispersed and much disabled. The Earl of Essex gave up the idea of going to Ferrol, and steered for the Azores, to intercept the Spanish fleet expected from Mexico; had the Earl of Essex been better acquainted with the profession of the sea, he would most probably have succeeded and captured the whole Spanish fleet; but from an ill-judged manœuvre, when he had got sight of them, they were suffered to make sail, and all excepting three escaped into the harbour of Angra, which was well defended by strong forts. The three ships taken were so richly laden as to defray the expences of the expedition.

The Spaniards availed themselves of the absence of the English fleet to enter the channel with a powerful squadron, in hopes of making a descent on the coast; but they
 were

were overtaken by so violent a storm that their fleet was A.D. dispersed, many were driven ashore on the English coast, 1597 and others taken.

After two unsuccessful attempts made by the Dutch to 1598 sail to the East-Indies in the years 1594 and 1595, by going round the coasts of Norway and Lapland, and to the North-east coast of Nova Zembla, they this year sent out ships, which sailing through the straits of Magellan and returning by the Cape of Good Hope were more successful. This was the first voyage round the world by the Dutch.

The Earl of Cumberland was the first subject in England who built a ship of the size of eight hundred tons. This bold and noble adventurer fitted out a squadron of eleven sail at his own expence; with these he failed to intercept the Lisbon fleet on its passage to the East-Indies; but failing in this object, he proceeded to the Canaries, and from thence to Porto Rico, where he made himself master of the city and harbour, with the intention of making it his chief rendezvous whilst he should continue to cruize in the Spanish main, and among the West-India islands. A pestilential disease spreading rapidly among his people, reduced them so considerably, that he was at length obliged to abandon his conquests and return to England, after having acquired little else but glory.

A great fleet was equipped, and collected in the Downs, 1599 more with a view to intimidate the Spaniards than for any other purpose. Having had the desired effect, it was laid up again in three weeks. England had at this early period improved so much in maritime skill and affairs, that this fleet was fitted out for sea in twelve days.

The first charter was granted to a society of merchants 1600 for trading to the East-Indies, which was the establishment of the East-India Company.

The above society fitted and sent out, for the first time, 1601 five ships, from six hundred to one hundred tons burden, the command was given to Captain James Lancaster, who has been already mentioned. On their passage home they took possession of the island of St. Helena; and in the year 1651 the English formed a settlement there. This voyage was performed in two years and seven months.

In this year also we have the first account of ships having been fitted out by France for the East-Indies.

A.D. 1602 Sir Richard Levisen and Sir William Monson cruizing with a squadron on the coast of Portugal, attacked in the road of Cerimbra a galleon and eleven Spanish gallies; they had placed themselves so immediately under the fort, as in conjunction with it greatly to annoy the English ships, without their being materially damaged in return. The English however bravely forced the harbour, burnt several of the gallies, drove the garrison from the fort, and captured the galleon, with a million pieces of eight on board.

Sir Robert Mansell fell in with a fleet of six gallies off the coast of Flanders, the whole of which he took and drove on shore, excepting one, which escaped into Dunkirk.

JAMES I.*

1603 Surat first settled by the English East-India Company.

1604 A dispute having arisen between the English and Dutch with respect to the compliment of the flag, a fleet was sent to sea under the command of Sir William Monson, who, on his arrival in the Downs from Calais, where he had been to escort over the Emperor's Ambassador, observed six ships lying there in addition to those he had left three days before. On his nearer approach he discovered them to be Dutch men of war, whose Admiral, on Sir William Monson passing their squadron, struck his flag three times. The English Admiral, not satisfied with this compliment, persisted on his keeping it struck during his cruise on the English coast.

1606 Virginia, in North America, was first permanently settled by Mr. Percy, brother to the Duke of Northumberland, who sailed up the bay of Chesapeake into a large and fine river, on the banks of which he built a town and formed the first settlement, naming both it and the river James, in honour of the king.

1607 Mr. Henry Hudson discovered the bay, which at this day bears his name. He sailed as far north as the latitude of 80 degrees 23 minutes, where he was stopped by the ice, and obliged to return.

* Appendix, Chap. I. No. 1. State of the Royal Navy at the death of Queen Elizabeth.

The king ordered to be built at Woolwich the finest A.D. ship ever seen in England; she was one hundred and four- 1610 teen feet keel, and forty-four feet beam, her burden fourteen hundred tons, and mounted with sixty-four guns. She was named the Prince.

The first voyage was undertaken by the English to Greenland on the whale fishery by two ships, both of which were lost, and their crews miserably perished.

The Danes first sailed to the East-Indies, and in 1617 1612 settled at Tranquebar.

The island of Barbadoes discovered and settled by the English; also Bermudas or the Somers islands; these last had been discovered some time before, most likely by Sir George Somers, who was wrecked upon them in the year 1609, and whose name they bear, but have since been corrupted to Summer.

George Spilbergen sailed with four ships from Holland, 1614 passing through the straits of Magellan, and returned home by the Cape of Good Hope. This was the second voyage performed by the Dutch round the world.

Lord Napier was the inventor of logarithms, which have proved so useful in the mathematics, &c.

Le Maire and Schonten, two Dutch merchants, were 1616 the first who sailed round Cape Horn, passing through the straits, which they named Le Maire, and the Cape Horn after the town in Holland, from whence they came.

A most remarkable, and indeed memorable action, was 1617 fought in the Mediterranean by the Dolphin merchant ship of 18 guns, and 36 men, commanded by Captain Edward Nichols. This ship being off Caliaeri, on the island of Sardinia, fell in with, and after a most bloody engagement, beat off five large Turkish ships*. In this unequal conflict the Dolphin had six men and a boy killed, eight men and a boy wounded.

The first African company was established and erected 1618 by charter.

Sir Robert Mansell sailed from Plymouth in the month 1620 of October, with six men of war and twelve merchant ships, on an expedition against Algiers.

* Two of 300 tons, 28 guns—250 men }
One of 200 tons, 24 guns—250 men } each
Two of 100 tons, 22 guns—200 men }

A.D. 1620 On the 27th of November the fleet anchored in the road and saluted the fort, to which no return was made. Sir Robert Mansell remonstrated with the Dey upon the insult offered to the English flag; which was settled after some time passing in negotiation. The Admiral then sailed over to the coast of Spain, where he fell in with six French men of war, and obliged their Admiral to strike his flag, and pay him the usual compliments.

1621 The English East-India Company first settled at Madras, or Fort St. George, on the coast of Coromandel.

1621 In the spring of this year Sir Robert Mansell attempted to destroy the ships in Algiers Mole, in revenge for the insult he had received the preceding year.

1622 The first established contract for victualling the Royal Navy, wherein is expressed the kind of provisions, and also the quantities allowed and times of serving it to the seamen, viz.

“ Every man’s allowance was one pound of biscuit, one
 “ gallon of beer, two pounds of beef with salt four days
 “ in the week; or else instead of beef, for two of those
 “ four days, one pound of bacon or pork, and one pint of
 “ pease, as heretofore hath been used and accustomed; and
 “ for the other three days in the week, one quarter of
 “ stock-fish, half a quarter of a pound of butter, and a
 “ quarter of a pound of cheese. Saving for the Friday to
 “ have the quantity of fish, butter, and cheese, but for one
 “ meal, or else instead of stock-fish, such quantity of other
 “ fish or herrings, as the time of the year shall afford.

“ The purfers to be paid by the contractors for necessities, as wood, coals, candles, dishes, cans, lanterns,
 “ &c. viz. in service at sea, sixpence for every man per
 “ month; and in harbour twelve-pence, and two shillings
 “ to every ship for lading-charges by the month.

“ The contractors to have the use of all his majesty’s
 “ brew-houses, bake-houses, mills, and other store-houses,
 “ as well as at Tower-hill, as at Dover, Portsmouth, and
 “ Rochester, paying the same rent as former contractors
 “ paid.

“ The allowance to the said contractors for every man’s
 “ victuals, in harbour, sevenpence halfpenny, and at sea
 “ eightpence per day.

“ The contractors were Sir Allen Apfley, and Sir
 “ Sampson Darrell, who were to enjoy, during life, the
 “ title

" title and office of general purveyors of the victuals of his A.D.
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1626 By a proclamation the wages of the seamen in the royal navy were encreased to twenty shillings a month, which had been till now only fourteen. An ordinary seaman's to fourteen, which had been only nine shillings, besides an allowance to a chaplain of fourpence, to a barber twopence, and to the chest at Chatham sixpence per month.

1627 Three expeditions were undertaken to assist the people of Rochelle, who were in the protestant interest. All of which failed, and in the end they were obliged to submit to the king of France*.

The Duke of Buckingham, Lord High Admiral, while at Portsmouth superintending the equipment of the fleet, was murdered by Felton, an officer in the army, who surrendered himself up to the law.

1628 The Dutch discovered New Holland; but we are indebted to our ever-memorable circumnavigator, Captain Cooke, who, in the year 1769, sailed round this extensive tract of land, and discovered it to be an island.

1629 The Bahama islands first possessed by the English, and the Carolinas in North America planted.

The various disputes which constantly arose, respecting the honour of the flag which the English claimed, induced the famous Hugo Grotius to write a treatise, in which he endeavoured to prove the futility of our title to the dominion of the sea; which, agreeable to his ideas, was a gift

* Campbell's Lives of the Admirals, vol. 1. page 536.

from God common to all nations. This book he calls *Mare Liberum*. In the year 1634 Mr. Selden wrote a treatise in answer to it, which he called *Mare Clausum*, in which he very forcibly and incontrovertibly asserts the right we have so justly claimed from our ancestors, and to impress it firmly on the minds not only of foreigners, but Britons, says, "That they have an hereditary and uninterrupted right to the sovereignty of their seas, conveyed to them from their ancestors, in trust for their latest posterity." A copy of this book was ordered by the king to be kept in the court of admiralty, there to remain as a just evidence of our dominion of the sea.

A.D.
1629

The island of Antigua was first settled by the English, and permanently established in its possession in the year 1666.

1632

The Dutch first made a settlement at the island of St. Eustatia.

The first appointment of a clerk and keeper of all the king's stores, and store-houses, at Chatham, Deptford, Portsmouth, &c.

1634

Curassoa first possessed and settled by the Dutch.

A proclamation was published prohibiting ship-wrights and artificers from entering into foreign services; also for asserting the sovereignty of the sea, and to regulate the manner of wearing the flag.

A proclamation to prevent foreigners from fishing upon his majesty's seas and coasts.

1635

The French first made a settlement on the islands of Martinico and Guadaloupe, also on the river Niger or Senegal, on the coast of Africa.

A junction of the French and Dutch fleets caused the king to equip, and send to sea, a superior naval force, consisting of forty ships of war, which on the 26th of May sailed in quest of them, under the command of the Earl of Lindsey. The combined fleets joined off Portland, and vauntingly gave out that they intended to assert their own independence, and to dispute that prerogative which the English claimed in the narrow seas. As soon as they were informed that the English fleet was at sea, and in search of them, they quitted the coast, and repaired to their own.

An arbitrary tax having been imposed in the year 1634, by the name of ship-money, which compelled all the sea-port-towns to furnish a fleet to prevent the Dutch fishing

1636

A.D. on the coast of Britain; it was now extended throughout
 1636 the whole kingdom. The fleet was to consist of forty-four ships, carrying eight thousand men, and to be armed and fitted for war*.

The Dutch still persisting to fish upon the northern British coast, a fleet consisting of sixty sail of men of war, was sent to sea under the command of the Earl of Northumberland as admiral, vice-admiral Sir John Pennington, and rear admiral Sir Henry Marom. Upon the admiral's arrival in the North Sea, he discovered the Dutch buffes, and directed them to desist from fishing, and immediately to quit the coast. The Dutch paid no attention to these orders, but continued to fish; upon which the admiral made use of force to compel them. These measures brought about a negociation, and the Dutch fishermen requested of the earl of Northumberland to solicit the king to permit them to fish this year, for which they would willingly pay thirty thousand pounds: at the same time expressed a wish to obtain a grant from the king for them to have permission to fish there in future, paying him an annual tribute. The Dutch condemned this proceeding, and said that it was an act of violence committed on them, because they were defenceless. This assertion was disproved by the journal of the Earl of Northumberland, who says they had a squadron of ten men of war, and were joined on the 20th of August, the same year, by twenty more, under the command of Vice Admiral Dorp, who so far from remonstrating with the English admiral on his proceedings, saluted him by lowering his topsails, striking his flag, and the firing of guns.

Upon the earl of Northumberland's return with his fleet to the Downs, he discovered twenty-six sail of Spaniards bound to Dunkirk, who upon his approach, paid the marks of respect due to the English flag.

1637 The king directed to be built at Woolwich the Royal Sovereign, which was the first three decked ship in the royal navy; her dimensions were, viz. Feet.

In length by the keel	- - - -	128
In length from the fore end of the beak head	} - - -	232
to the after end of the stern		
Breadth on the beam	- - - -	48

* Rushworth's Historical Collections, vol. 1. page 335.

Height

Height from the bottom of the keel to the top of } the stern lantern - - - - - }	76	A.D. 1637
Number of ports on the lower deck - - - - -	30	
Ditto on the middle deck - - - - -	30	
Ditto on the upper deck - - - - -	26	
Ditto on the quarter deck - - - - -	14	
Ditto on the forecastle - - - - -	12	
Ditto stern and bow chases - - - - -	10	

Tons in burden 1637, by some authors 1740; she carried eleven anchors, the largest weighing 4400 pounds: it is said that she had five stern lanterns, the center so large as to contain ten persons upright. This ship was built by Peter Pet, Esq. under the inspection of the famous Phœneas Pet, one of the principal officers of the navy.

France began to establish a regular marine, having fifty ships and twenty gallies in her navy, and for the first time shewed her superiority over Spain at sea; upon which occasion the Cardinal Richlieu had placed upon the stern of the largest French ship of war, the following gasconading motto, viz.

“ Florent quoque Lilia ponto.”

Which they modestly thus translated, viz.

“ Even on the main,

“ Our Gallic lilies triumph over Spain.”

By the king's proclamation, for the relief of maimed, shipwrecked, or otherwise distressed sailors in the merchant's service, and for the poor widows and children of such as shall be killed or lost in merchandizing voyages, six pence per month was deducted from the pay of sea officers, and four pence per month from all sailors' wages, from the port of London. This money was placed under the management of the corporation of the Trinity House. The sailors in the East India Company's service were not included, they being provided for out of a fund of their own. 1638

The Spaniards, whose naval power had been greatly reduced, were resolved to make one grand effort for the relief of Dunkirk; they accordingly fitted out and sent from Corunna sixty-seven large ships, having on board twenty-five thousand seamen, and twelve thousand soldiers. The Dutch were lying before Dunkirk, determined to dispute the point with them. Admiral Van Tromp was cruising in the Channel, with only seventeen ships of war, and fell in with the Spaniards, whom he most furiously attacked, notwithstanding 1639

A. D. withstanding their great superiority: after a severe conflict,
 1639 he was compelled to sheer off, and proceeded off Dunkirk, where he was joined by the whole Dutch fleet, consisting of one hundred sail. The Spaniards were now so vigorously attacked, that they were under the necessity of taking shelter on the coast of England, near Dover, where the Dutch fleet pursued them. Sir John Pennington was lying in the Downs with thirty-four ships of war, and sent to inform the Dutch admiral, that he should resist any breach of neutrality which might be committed in his presence. The Spaniards not satisfied at remaining unmolested under the protection of the English, insulted Van Tromp, by firing a shot as he passed in his barge, by which a man was killed on board of one of the Dutch ships. This so irritated the Dutch admiral, that he sent the dead body on board of the English admiral, as a proof that the Spaniards had been the first to violate the laws of neutrality, and that he should inevitably attack their fleet, conformable to the orders he had received from Holland. This threat was instantly put in execution, by Van Tromp weighing with the whole Dutch fleet, and attacked most furiously that of the Spaniards, who cut their cables, and put to sea in the greatest disorder and confusion; only ten sail escaped, the rest being either taken, burnt, or run on shore.

The island of St. Lucia in the West Indies was first settled by the English; after changing its masters several times; it was at length finally ceded to France in the year 1762.

1640 The French made a settlement at Surinam on the coast of America, some time after gave it up on account of its unhealthy situation; it was then settled by the English, who continued in possession of it until the year 1674, when it was taken by the Dutch.

The Constant Warwick was the first ship built on the improved plan of frigates, under the direction of Peter Pet, Esq.

1642 The island of Tobago settled by the Dutch, afterwards by the English, and finally ceded to them by France in the year 1762.

King Charles I. added to the royal navy ten sail: at the time of the commencement of the civil wars, it consisted of eighty-two sail*.

* Appendix, Chap. I. No. 3.

CIVIL WAR.

The fleet in the spring of this year fell into the hands of the parliament, who entrusted it to the command of the Earl of Warwick, and Vice Admiral Batten. The navy was conducted with tolerable order and discipline, until the Independents thought proper to attempt the removal of the admirals from their commands, and placed an officer of their own to supersede them, whose name was Rainsborough. The seamen, attached to their old commanders, revolted, seized upon Rainsborough and his officers, put them on shore, and sailed with the fleet to Holland, with the intention of declaring the Duke of York their Admiral. Soon after Vice Admiral Batten deserted the Parliament, and sailed over to Calais with some of the best ships in the navy. The fleet, at this time, under the Prince of Wales, consisted of about twenty sail, with which he sailed over to England; but the Parliament having fitted out one, much superior, under the command of the Earl of Warwick, who anchored in the Downs, in sight of the royal fleet, which obliged the Prince of Wales to retire to the coast of Holland, where Warwick immediately pursued him. On his arrival on the coast, he sent a message to the States, requiring them to oblige those ships which had revolted from the Parliament of England to put to sea. In consequence of this, the Dutch fitted out their whole navy, and dispatched deputies to the two admirals, requesting them not to commit hostilities on their coast. Some of the royal fleet having deserted the prince, he was necessitated to retire under the cannon of Helvoetz, upon which Warwick returned to England.

The royal fleet being now reduced to fourteen ships, the command of it was given to Prince Rupert, who sailed to Ireland, and arrived in the harbour of Kinsale unmolested. 1649

Notwithstanding the eminent services which the Earl of Warwick had rendered the parliament, they superseded him in the command of the fleet, and appointed Blake, Deane, and Popham, three land officers, who by their zeal and attention, very soon acquired, not only a proficiency of knowledge in nautical affairs, but were also much beloved by the seamen.

Blake and Popham were ordered to sail, and block up Prince Rupert in Kinsale; which service they performed

A. D. so effectually, that the prince was driven to the greatest ex-
 1649 tremities. At length, on the 24th of October he came to the desperate resolution of forcing a passage through the enemy's fleet; three of his ships were taken, and with the remainder he sailed for the Mediterranean, from thence to the West Indies, where he committed many acts of piracy.

Upon Blake's return to England he received the thanks of parliament, and with Deane and Popham was invested with the supreme command at sea. These commanders compelled the islands of Scilly, Jersey, Guernsey, and Man, to acknowledge the authority of Parliament. Sir James Ayscue did the same in the West Indies, and at Virginia.

The Danes settled on the island of St. Thomas in the West Indies.

1651 In the month of February, on Blake's return from his expedition against Prince Rupert, he fell in with a French man of war of forty guns, which he took, after an action of two hours, together with four others, these he sent to England, and on his arrival, the parliament, for his vigilance and valour, appointed him warden of the Cinque Ports, and elected him one of the council of state.

The Dutch settled at the Cape of Good Hope, where they built a town and fort.

1652 Many disputes arose between the commonwealth of England and the Dutch; the former insisted on the compliment of the flag, and the sovereignty of the sea. This matter was soon brought to an issue:—On the 14th of May, Commodore Young fell in with a Dutch convoy, escorted by three ships of war, from whom he civilly demanded the usual honours to be paid the English flag. The Dutchman positively refused to comply, giving as a reason that he had express orders from the states not to pay those honours, which the English exacted from their ships in the Channel: Commodore Young, on this refusal, fired into the Dutch, which brought on a smart action; at length the Dutch ships struck, and after paying the compliment, were allowed to proceed on their voyage.

On the 18th of the same month, an action of still more consequence happened. Admiral Van Tromp, who was at sea with forty sail of men of war to protect their trade, put into the Downs, where Major Bourne was lying with a small squadron. Van Tromp on his anchoring sent to inform

inform the English commander as an excuse for not saluting, that he had been forced in through stress of weather. Major Bourne, doubting this assertion, returned for answer, "that the shortness of his stay would best prove the truth of the allegation," and immediately sent to inform Admiral Blake of the transaction, who was lying off Dover with fifteen ships of war. A.D. 1652

The next day Van Tromp got under weigh and stood into Dover road, without paying the honours to the flag. Blake ordered three guns to be fired without shot; which the Dutch Admiral returned by a whole broadside*. A most furious engagement instantly began; at first the whole force of the Dutch fleet directed their fire at the English Admiral; but he was soon bravely supported by the rest of his ships, and Bourne at this time joining with eight sail more, obliged the Dutch to bear away and seek shelter at the back of the Goodwin Sands, after having been severely mauled. The action lasted from four in the afternoon until nine at night. The English fleet was much inferior to that of the enemy, notwithstanding which one of the Dutch ships was taken and another sunk.

The Dutch suffered greatly by this act of temerity. Blake, before the end of July, captured above forty of their richest merchant ships.

On the 12th of June the Captains Taylor and Peacock, in two English frigates, fell in with and engaged two Dutch ships of war on the coast of Flanders, for having refused to lower their flags; one of which was taken and the other stranded.

Sir George Ayscue, on his return from the West-Indies, took four Dutch men of war, and several merchantmen from St. Ubes.

Blake sailed with a fleet of sixty men of war to disturb the Dutch fisheries in the North Sea, leaving Sir George Ayscue in the Downs with seven sail.

Van Tromp took the opportunity of Blake's absence, and appeared on the coast with seventy sail. A heavy gale dispersed his fleet and obliged him to return without effecting any thing. The States expressing much dissatisfaction

* Blake at this time was in his cabin drinking with his officers, when the shot broke some of the windows, upon which he exclaimed angrily, "he took it very ill in Van Tromp, that he should take his ship for a bawdy-house and break his windows."

A.D. at his conduct, he resigned the command of the fleet, and
 1652 De Ruyter was appointed to succeed him.

On the 16th of August, Sir George Ayscue being on a cruize off Plymouth with thirty-eight sail, chiefly frigates, fell in with a superior Dutch fleet under De Ruyter. The action began about four in the afternoon. The Dutch being to windward, the English Admiral, followed by nine of his ships, with great resolution and bravery forced through the enemy's line and obtained the weather gage. The action became now very fierce and desperate, till, at length, the night separated the combatants. The next morning De Ruyter found himself very unequal to renew the fight, several of his ships had received so much damage that it was with difficulty they could be kept afloat; he therefore bore away and steered for his own coast. Sir George Ayscue pursued the Dutch for some time; but not being well supported by many of his captains, either in the action or chace, he bore away for Plymouth to refit. Rear-Admiral Peck lost his leg, and died soon after. Several captains were wounded, and one fireship lost.

The Parliament, rather than call those captains to an account who had behaved so ill, preferred putting aside that brave and able seaman, Sir George Ayscue, on whom they settled a pension of 300l. a year.

Towards the end of August Commodore Badily, with three ships of war and a fireship, convoying some merchant ships from the Levant, fell in with a Dutch fleet, consisting of eleven ships of war, under Admiral Van Galen, off the isle of Elba, near the coast of Tuscany. An action commenced between the two squadrons; but being late in the evening, little or no advantage was gained on either side. Commodore Badily directed the merchant ships in the night to proceed with all expedition to Porto Langone*, in the isle of Elba, lest from his unequal force they should fall into the hands of the enemy. The next morning the action was renewed with great fury. Van Galen violently attacked the English commodore, who soon disabled the Dutchman, and obliged him to sheer off a complete wreck; another of the enemy's ships supplying her place, had her mainmast shot away, and was bravely boarded by the Phoenix frigate. A dreadful slaughter ensued; at length the Phoenix, overpowered by numbers, was compelled to strike. In the mean time the English commodore was

* I believe is meant Porto Ferajio.

boarded by two Dutch ships; but this unequal conflict, so far from intimidating the gallant Badily, that he continued to defend himself with such undaunted firmness, that the ships were both beaten off, with the loss of their commanders and a shocking carnage among the men. After the action the commodore proceeded to the harbour of Porto Langone, to the charge of his convoy. The Dutch fleet also put in there to refit, and notwithstanding the animosity which manifested itself between the two nations in battle, when in a neutral port the greatest harmony and good humour prevailed.

In November a part of the Dutch fleet repaired to Leghorn road, taking the Phoenix along with them, commanded by Van Tromp, whose ship had been rendered useless in the late action. Commodore Appleton was lying in the road with six sail of men of war*, formed a plan to surprize and carry off the Phoenix. The care of this daring enterprize was entrusted to one Cox, who had been formerly a lieutenant of the Phoenix. On the 26th of November, in the night, this bold design was carried into execution with so much dispatch and secrecy, that before any resistance could be made, or assistance given, she was carried off. Van Tromp, to avoid being taken, leaped overboard.

The Dutch complained to the Grand Duke of Tuscany of this violation of the neutrality of the port, who ordered the English either to return the Phoenix or depart; to chuse the latter would be attended with imminent danger, as Van Galen was lying off the port with sixteen men of war, a fireship, and several armed merchantmen. Appleton, rather than deliver up the Phoenix, made the more honourable choice, having previously dispatched a vessel to Elba to inform Commodore Badily with his design. It was agreed between the commodores, that Badily should

<i>Ships.</i>		<i>Guns.</i>		<i>Men.</i>
* Leopard	—	52	—	180
Bonaventure	—	44	—	150
Sampson	—	36	—	90
Pilgrim	—	30	—	70
Mary	—	30	—	70
Levant Merchant	—	28	—	60
Total guns		220	Men	620

appear

A.D. 1652 appear before Leghorn, which would induce the Dutch fleet to pursue him, and give Appleton's squadron the opportunity of putting to sea. This stratagem succeeded to their wishes, for immediately as Badily's squadron appeared, Van Galen sent part of his fleet in chace of him, remaining with nine ships to observe the motions of Appleton, who, regardless of the superior force of the enemy, got under sail and stood out to sea. Van Galen instantly followed him and began the attack. The Bonaventure unfortunately took fire, and in a short time blew up. Two of the enemy's ships closed with Appleton, which he fought most gallantly for five hours, and had nearly beaten them off, when Van Galen ordered his ship down to their assistance; but Badily having sent a fireship to grapple the Dutch admiral, he thought proper to haul off; another ship, more daring than his admiral, came to their support, and renewed the battle with great fury, when the brave Appleton oppressed by numbers would have blown his ship up, had he not been prevented by his officers; he was therefore under the painful necessity of yielding. The Sampson was gallantly defended, and after an obstinate conflict against Van Tromp, was burnt by a fireship. The Levant Merchant, after beating off and driving on shore one of the enemy's ships, was at last taken, as was also the Pilgrim; the Mary escaped and joined Commodore Badily's squadron.

The French having committed some hostilities on the banks of Newfoundland, Blake was determined to retaliate, and falling in with a large French squadron, bound to the relief of Dunkirk, he took or destroyed the whole of them, by which means that important fortress fell into the hands of the Spaniards.

On the 28th of September, Blake being off the North Foreland, discovered the fleet of Holland, commanded by De Ruyter and De Witte. Blake formed his fleet into three divisions, the first commanded by himself, the second by Vice-Admiral Penn, and the third by Rear-Admiral Bourne; he then proceeded to bring them to action, which commenced about three in the afternoon. The Dutch soon gave way and took shelter behind the Sands; some of the largest of the English ships in the pursuit ran aground, which obliged the fleet to haul off. De Witte, observing the apparent confusion of the English, came from

from his retreat and invited them to battle, which was gallantly began by Rear-Admiral Bourne, who was soon seconded by the rest of the fleet. The Sovereign sunk a Dutch man of war which had the temerity to board her; two others were sunk, and a fourth blown up. Captain Mildmay also took their Rear-Admiral. A.D. 1652

De Witte seeing his fleet dispersed and dreadfully beaten, pushed with the shattered remains of it for the coast of Holland, and was pursued by the English to their very harbours. Blake returned in triumph to the Downs. The loss the English sustained in this battle was 300 killed and as many wounded.

On the approach of winter, Blake divided his fleet for the protection of the trade, and sent some others to refit, remaining himself in the Downs with only thirty-seven sail of men of war.

Van Tromp was again appointed to the command of the Dutch fleet, and having heard of the reduced state of the English, put to sea with seventy-seven ships of war. On the 29th of November, he came in sight of the English fleet at anchor in the Downs. Blake, in a council of war, resolved to engage, notwithstanding the great superiority of the enemy. A storm arising, the battle was deferred till the next day. In the morning the two fleets stood to the westward. Blake had the advantage of the wind. About eleven the fleets closed and began to engage. The English not being in such close order as the Dutch, Blake in the *Triumph*, with his seconds, the *Victory* and *Vanguard*, fought with twenty of the enemy's ships for a considerable time, and had nearly been taken, but for the timely intervention of some of the squadron coming to his relief. The action continued with unremitting fury till dark; it was doubtful for many hours who would become the victors. The *Garland* and *Bonaventure*, commanded by the captains Akson and Batten, bore down, and with unparalleled intrepidity boarded Van Tromp's ship. The Dutch vice-admiral observing the danger to which his commander was exposed, instantly came down to his support and saved him from destruction. The brave Akson and Batten, with many of their gallant followers were killed, and their ships taken, which were the only ones that fell into the enemy's hands during this obstinate and unequal conflict. Three were sunk. Blake,

A. D. at length, found it necessary to retire, and in the night
1652 sailed up the river.

The Dutch exulted at this inconsiderable advantage. The vanity of Van Tromp was such that he paraded in the channel for a day or two, with a broom at his main topmast head, intimating that he would sweep the narrow seas of the English ships.

From the accounts of some Dutch writers there does not appear much reason to boast of this victory, as it was believed they had one ship blown up and two very much disabled.

1653 The Parliament was by no means dispirited by this unfortunate event, and hastened to wipe off the disgrace which their navy had sustained. They named Blake, Deane, and Monk as commanders of their fleet; at the same time offered the greatest encouragement to the seamen by a bounty, and encreasing their wages from twenty to twenty-four shillings per month. This had so good an effect, that in six weeks a fleet was ready for sea, consisting of sixty men of war, which proceeded down the channel to wait the arrival of Van Tromp from the bay.

On the 15th of February Blake discovered the Dutch fleet standing up channel near Cape La Hogue, consisting of seventy-six men of war, and three hundred sail of merchantmen. The English admiral immediately bore down to give them battle, and at eight in the morning it commenced. Blake was nobly supported by his seconds, Lawson in the Fairfax, and Mildmay in the Vanguard; but before the rest of the fleet came up these ships were considerably damaged. The Triumph, on board of which were both Blake and Deane, was so much shattered as to have little share in the two following actions. Captain Ball was killed and above one hundred seamen, with as many wounded; among these was the admiral, who received a ball in the thigh. The Fairfax had the same number killed and was miserably torn. Captain Mildmay, of the Vanguard, who in a former action had taken a Dutch vice-admiral, was killed. The Prosperous, of forty-four guns, was boarded and taken by De Ruyter, who in his turn was boarded by an English man of war, and had nearly shared the same fate; in the interim the Merlin frigate retook the Prosperous.

In this day's action one Dutch man of war was blown
up,

up, and six more were either sunk or taken. On board A.D. 1653
of the enemy's ships, which fell into the hands of the English, the spectacle was shocking from the dreadful carnage, and the rigging being covered with blood and brains.

The night was spent in making the necessary preparations for renewing the fight. At day-light the next morning the enemy were seen about seven leagues from Weymouth. About three in the afternoon the English got up with them off the south-west end of the Isle of Wight. Van Tromp having collected his fleet, ranged it in the form of a crescent, surrounding the merchantmen. In this position he maintained a retreating fight towards the French coast. The English, after several bold and hazardous attempts, forced through their line and completely broke it. De Ruyter's ship was so much disabled that she was towed off. The merchant vessels, finding they could no longer expect protection from the men of war began to shift for themselves. Eight Dutch ships of war and several of the merchantmen were taken. The action did not cease with the day; the English continuing the pursuit, and frequent skirmishes happened during the night.

In the morning the Dutch had approached near to Boulogne. The English being close up with them the action was renewed with great obstinacy on both sides, and continued until four in the afternoon, when the Dutch sought shelter among the sands before Calais, where the English did not choose to follow them at the risk of losing some of their large ships. In this day's pursuit three Dutch men of war were taken by the captains Lawson, Martin, and Graven. Several of the merchant ships were picked up by Rear-Admiral Penn.

The whole loss which the Dutch sustained in these three actions amounted to eleven (some authors say nine) men of war, thirty merchant ships, one thousand five hundred men killed, and as many wounded.

The English lost only one ship (the Sampson) which Captain Batten, her commander, found it necessary to sink, being too much disabled to reach into port. The loss of men was nearly equal to that of the enemy.

Blake in this action, for the first time, made use of small arms, a number of soldiers having been embarked on board the fleet, who were employed as marines.

Some time after this victory the English received intel-

A. D. 1653. ligence that the Dutch had equipped and sent to sea a fleet, consisting of ninety-eight men of war and six fireships, under the command of Van Tromp, De Ruyter, De Witte, and Evertzen. The Parliament instantly ordered the English fleet, consisting of ninety-five sail of men of war and five fireships, commanded by the Admirals Monk and Deane, Vice-Admiral Penn, and Rear-Admiral Lawson, to go in quest of them.

On the 2d of June the hostile fleets came in sight of each other, both appeared eager to decide the dispute by coming to a general engagement. About eleven in the morning it began with the greatest fury. One of the first broadsides killed the brave Admiral Deane, whose body was almost cut in two by a chain-shot. Monk, who was on board the same ship, with great presence of mind covered his body with his cloak, lest the appearance of it should depress the spirits of the crew. Rear-Admiral Lawson with the blue squadron forced through the enemy's line, and laid his ship alongside of De Ruyter, who would have been captured, but for the timely assistance he received from some other Dutch ships, which so furiously attacked Lawson, that he was compelled to sheer off, but not before he had sunk a forty gun ship. The action continued with unabating fury until three in the afternoon, when the Dutch fleet was thrown into great confusion and gave way, keeping up a running fight until nine, at which time one of their largest ships blew up. This disaster greatly encreased the consternation they were before in; and although Van Tromp used every possible means to compel his ships to preserve the line, still it was to no purpose, and they continued retreating towards the coast of Flanders.

The next morning, between the hours of eight and twelve, the English fleet came up again with the enemy off Newport, the battle was renewed with more violence than on the preceding day, and continued with the greatest obstinacy for four hours. Vice-Admiral Penn twice boarded Van Tromp's ship, and would have carried her, but that De Ruyter and De Witte very opportunely bore down to his assistance.

The Dutch finding themselves so closely pressed gave way, and were entirely routed, seeking shelter among the
Flats,

Flats, from whence with the greatest difficulty they reached Zealand. A. D. 1653

In this action the Dutch had six of their best ships sunk, two were blown up, and eleven taken: one of these bore the flag of a vice admiral, and two those of rear admirals. Six captains, and upwards of fifteen hundred men were taken prisoners. On the side of the English not a ship was lost, and but few men, for so bloody an engagement, killed or wounded.

After this signal victory, Van Tromp, on his return to Holland, represented in a memorial to the States General, that the ships and guns of the Dutch fleet, were too slender in comparison with those of the English; and De Ruyter expressly declared, that he would not return to sea, if his fleet was not reinforced with larger and better ships.

The fleet of the commonwealth of England was at this time supposed to consist of two hundred and four men of war of different sizes, and manned with not less than thirty-five thousand seamen.

The Dutch resolved to exert themselves to the utmost, in order to wipe off the disgrace of their late defeat, equipped a fleet of one hundred and twenty-five ships of war: with this force Van Tromp put to sea, determined to fight the English, and to die rather than yield. The English fleet was at sea under Monk, and nearly equal in force to that of the Dutch.

On the 31st of July the fleets of these rival republics met near the coast of Holland, where a more dreadful and fierce engagement began, than any heretofore recorded. The Dutch fire-ships, early in the battle, being managed with great dexterity, had nearly decided the fate of the day; many of the English ships were in imminent danger of being destroyed by them, particularly the *Triumph*, many of whose crew threw themselves into the sea, and she was only saved by the uncommon exertions of the brave fellows that remained on board. Admiral Lawson attacked De Ruyter's ship with such fury, as to kill or wound half his men, and so disabled the ship, that she was obliged to be towed out of the line. This brave Dutchman, eager to be in the midst of action, went on board another ship, and maintained the fight with great obstinacy. The battle had been supported with undaunted bravery on both sides, for above six hours, when Van Tromp, as he was

A.D. delivering his orders, was shot through the body, and
 1653 instantly expired. When the death of their admiral became known, it so much checked the ardour of the crews, that the fleet was thrown into the greatest confusion and disorder, and instantly fled. At night the remains of their shattered fleet reached the Texel.

At the commencement of this action the Dutch had five flags flying, and retreated with only one. It is said that Monk had issued orders to all his captains, neither to give nor take quarter, so that no ships were taken, but twenty-seven sunk. Five captains were made prisoners, and five thousand men slain or drowned.

The orders forbidding quarter, were not rigidly obeyed, as twelve hundred Dutchmen were taken out of the sea, whilst their ships were sinking.

The English, although victorious, suffered considerably, two ships were lost, six captains, and above five hundred seamen killed, eight captains, and seven thousand seamen wounded. The fleet in general was so dreadfully disabled, that it was with difficulty many of the ships were kept afloat, until they reached England. Upon its arrival the parliament voted that gold chains should be presented to the admirals Monk and Blake, vice-admiral Penn, and rear-admiral Lawson, and medals to all the captains.

On the 25th of August following was a day appointed for a solemn thanksgiving. At a public feast in London, Cromwell put the gold chain round Monk's neck, and required him to wear it during the entertainment. The above engagement was the last and most bloody fought in the Dutch war, and in the end, compelled the Dutch to sue for peace*.

The Danes made an attempt this year to discover a north-east passage to India, by passing through Waygates Straits; the obstacles they met with from the ice, prevented their progress, and they were obliged to return as unsuccessful as former adventurers.

1654 On the 4th of April a peace was concluded and signed between England and Holland; whereby in one of the articles, they consent to acknowledge the sovereignty of the sea to the English.

* The Dutch are supposed to have lost in the years 1652, and 1653, above seven hundred sail of merchant vessels.

“ That the ships of the Dutch, as well ships of war as
 “ others, meeting any of the ships of war of the English
 “ commonwealth in the British seas, shall strike their
 “ flags, and lower their topsail, in such manner as hath
 “ ever been at any time heretofore practised under any
 “ form of government.”

This appears to be the first instance of England's establishing the right of the flag by a formal treaty†.

In the summer two large fleets were equipped, the command of one was given to Blake, whose orders were to sail into the Mediterranean, and to demand satisfaction of the princes and states, for the insult they had offered to the commerce of England. The other fleet sailed in December, under the command of Vice Admirals Penn, Goodson, and Rear Admiral Blagge, having under their convoy several sail of transports, with 5000 troops, commanded by Colonel Venables. The sea and land commanders had discretionary orders to sail, conquer, and possess themselves of such of the Spanish islands in the West Indies, as might appear to them most advantageous to England.

At a conclusion of a treaty of peace and commerce made this year with Denmark, it was agreed, that English ships sailing up the Elbe to Hamburgh, should not pay any toll or custom, nor be stopped or searched at Gluckstadt, nor at any other fort or place on the Elbe, belonging to Denmark‡.

The fleet under Vice Admiral Penn, which had sailed the end of last year for the West Indies, arrived in Carlisle Bay, Barbadoes, on the 29th of January. It proceeded from thence to Hispaniola, where the commanders in chief disagreeing, added to many other disasters, this expedition failed. It was then resolved in a council of war, to sail and reduce the island of Jamaica; here they proved more successful, and in the month of May it fell into the hands of the English.

Penn and Venables resigned their commands, and after leaving a sufficient force for the protection and security of the West India islands, returned to England. On their arrival, they were committed to the Tower.

The gallant Blake was more fortunate in the Mediter-

† Anderson's Origin of Commerce, vol. 2. page 423.

‡ General Collection of Treaties, in octavo, vol. 3. page 136.

A.D. 1655 ranean; after having compelled the Grand Duke of Tuscany to make reparation for his former conduct to the English, he sailed from Leghorn, and on the 10th of March arrived at Algiers, where anchoring his fleet without the Mole, he sent an officer to the Dey, to insist upon the ships and subjects of England, which had been taken, being restored. This demand the Dey instantly complied with. Blake then sailed to Tunis, where he was not so cordially received. The Bey replied to his demand, "Here are our castles of Culleta and Porto Ferino, you may do your worst." The Tunisian soon paid dearly for his haughty answer. Blake immediately entered the bay of Porto Ferino, and brought his squadron up within musquet shot of the fort, which he soon reduced to a defenceless state. The admiral then gave directions for the boats of the fleet to be manned and armed, and boldly entering the harbour, they boarded and burnt nine of the pirate's capital ships. On this service the English had twenty-five men killed and forty wounded. Admiral Blake's next expedition was to Tripoli; with this state he concluded an honorable peace; and sailed again to Tunis. Fearing lest he should do more execution, the inhabitants implored his mercy, and entreated him to grant them a peace. These glorious actions made the name of Blake as great a terror in Asia and Africa, as it had been formidable in Europe*.

Before we leave this intrepid and heroic Englishman, it is but justice to his memory to relate an anecdote of him, so deserving of record, viz. While he was lying at Malaga with the English fleet, some of his sailors being on shore, ridiculed the host, which they met in the street, the priest highly resented this insult to their religion, and irritated the people to revenge themselves by beating the sailors very severely. When they returned on board they complained to the admiral, who sent a trumpet to the governor demanding the priest to be sent on board to him. The governor returned for answer, "that he had no power over the church, and could not send him." Blake sent a second message to say, that he would not enter into the question, who had power to send him, but that if he was not

* A Dutch admiral lying with a squadron at Cadiz at the same time with Blake, struck his flag, and refused to hoist it, out of respect to the English admiral.

sent within three hours, he would destroy the town. The A.D. inhabitants alarmed at this threat, obliged the governor to 1655 send the priest, who, when he came on board, excused himself to the admiral, by representing the improper behaviour of the sailors. Blake with much calmness and composure told him, "that if he had complained of this outrage, he " would have punished them severely; for he would not " suffer any of his men to affront the established religion of " a place, where he touched; but he blamed him for setting " on a mob of Spaniards to beat them; that he would have " him and the whole world know, that none but an Eng- " lishman should chastise an Englishman."

At the end of the year the Dutch, in consequence of the remonstrances of Van Tromp, paid so much attention to their marine, that they had an hundred and one capital ships of war in their several ports. The first rates carried seventy-six, seventy-four, and seventy-two guns; second rates sixty; and third rates fifty-two guns.

Spain having declared war against England, the Admi- 1656 rals Blake and Montague were sent to cruize before Cadiz, with forty sail of men of war, to intercept the expected flota. The admirals, after cruising without success for a considerable time, were under the necessity of quitting their station, and sailed for the coast of Portugal to refit and water the ships. Commodore Stayner was left to cruize for the galleons with seven frigates. In a few days he discovered and gave chase to eight sail of them; but the weather proving very stormy, prevented four of his ships getting up to the attack, so that with the Speaker, Bridgewater, and Plymouth, he engaged them with such obstinacy and valour; that two were sunk, two were run on shore, two were taken, and two escaped. One of the galleons which sunk, had been set on fire in the action: on board of her was the Viceroy of Peru, who with his wife and daughter perished; his son and brother were saved, and brought to England. The galleons, and treasure they had on board, amounted to two millions of pieces of eight.

Blake continued to cruize on the coast of Spain until the month of April, when he received information that another plate fleet had put into Santa Cruz on the island of Tene- 1657 riff. Blake immediately proceeded thither, and on his arrival discovered the galleons, and ten sail of other vessels lying in the port, before which a boom was moored. The bay

A.D. 1657 bay was also defended by seven forts, and a strong castle. So secure did the Spanish governor think himself, that he said to a Dutchman, who expressed a wish to sail; "Get you gone, if you will, and let Blake come if he dares." The Spaniard had soon reason to repent of his bravado. The admiral, after surveying the situation of the enemy, and seeing the impracticability of bringing them off, called a council of war, wherein it was resolved to attempt destroying the ships. Commodore Stayner, who had been before so successful, was entrusted with this bold and desperate enterprize, with a small squadron he forced his passage into the bay, whilst the other frigates kept up a constant cannonade against the forts, and the wind blowing fresh into the bay, he was soon supported by Blake and the whole fleet. The Spaniards made a brave resistance for four hours, when they abandoned their ships, which were burnt by the conquerors. Fortunately, the wind, at this time changing, gave the fleet an opportunity of sailing out of the bay, unmolested by the forts. The loss the English sustained in this hazardous enterprize was, forty killed, and one hundred and twenty wounded.

When the news of this glorious success reached England, the parliament ordered a ring valued at five hundred guineas, to be presented to Blake. Captain Stayner was knighted by Cromwell, one hundred pounds given to the captain who brought the news, and thanks to the officers and seamen.

The fleet, from the length of time it had been out, became very foul, and most of the ships much out of repair, Admiral Blake therefore resolved to return to England, his health also began to be much impaired, and the disorder increased with such rapidity, that although he shewed great eagerness for the appearance of land, wishing to breathe his last in his native country, he was deprived of this satisfaction, and died on the 17th of August, on board the *St. George*, just as she was entering Plymouth Sound.

The Earl of Clarendon says of this great man, "That he was the first man who brought ships to contemn castles on shore, which had ever been thought very formidable, and were discovered by him to make a noise only, and to frighten those who could rarely be hurt by them. He was the first who infused that proportion of courage into the seamen, by making them see by experience

“ rience what mighty things they could do if they were re- 1657
 “ solved, and taught them to fight in fire as well as upon
 “ water; and, although he had been very well imitated
 “ and followed, he was the first who gave that example of
 “ that kind of naval courage and bold and resolute atchieve-
 “ ments.”

Dunkirk surrendered to the united forces of England and 1658
 France on the 21st of June, and the day following it was
 delivered up, with all its forts, &c. into the hands of the
 English.

CHARLES II.

On the 23d of May, King Charles II. with the Duke of 1660
 York, and several of the antient nobility, landed in Kent,
 from on board the fleet which had been sent to Holland un-
 der the command of Admiral Montagu*.

At the restoration, the navy board (after undergoing va-
 rious changes) was permanently settled by commission un-
 der the great seal; it was to consist of a comptroller, sur-
 veyor, treasurer, clerk of the navy, and three commission-
 ers, who had each their separate departments, and were to
 be stiled the principal officers and commissioners of his ma-
 jesty's navy. Their salary was fixed at five hundred pounds
 per annum, each.

In the month of June, a large fleet under the command 1661
 of the Earl of Sandwich was sent to Lisbon, to escort to
 England the Infanta of Portugal; by whose marriage with
 King Charles, the island of Bombay, in the East Indies,
 and the city of Tangier, on the coast of Barbary, became
 the property of England.

The Algerines having violated the treaty made by Blake,
 the Earl of Sandwich sailed with the fleet from Lisbon into
 the Mediterranean, and appearing before Algiers, sent on
 shore to the dey the king's letter, and one from himself,
 both of which he treated with contempt, and prepared to
 make a vigorous resistance. The Earl of Sandwich to re-
 sent this insult, attempted to destroy the ships in the mole,
 but without success; he soon after sailed with most of the
 fleet for Lisbon, and left Admiral Lawson with a squadron
 to block up the port, which he so effectually did, as to
 oblige the Algerines to sue for peace.

* Afterwards created Earl of Sandwich.

A.D. 1662 A judge advocate was first appointed to the fleet, and a salary affixed to the office*.

The town and port of Dunkirk were given up to Louis XIV. for five millions of livres.

Sir John Lawson was again sent with the fleet into the Mediterranean, to compel Algiers, Tunis, and Tripoli, to sign a treaty of peace.

1663 An established number of seamen was now fixed to each ship of war, according to her rate; and it appears by a letter from his royal highness the Duke of York, Lord High Admiral, bearing date the 22d of August, addressed to the navy board, that servants were at this time first allowed to the captains and officers in the royal navy.

1664 An allowance of table money was first established to flag officers.

A surgeon general to the fleet first appointed by warrant from the lord high admiral†.

Sir Robert Holmes sailed with a squadron to the Coast of Guinea, where he took Goree, Cape de Verd, and several other places which were possessed by the Dutch. At the mouth of the river Gambia he erected a fort to which he gave the name of James. The admiral sailed from thence to the coast of North America, where he took New Netherland, and changed its name to New York.

Several of the settlements on the coast of Guinea, were soon after retaken by De Ruyter.

1665 Hostilities having commenced between England and Holland, war was formally declared by the two powers.

Vice Admiral Sir Thomas Allen being on a cruize off Cadiz with nine sail of the line, and several frigates, fell in with a Dutch convoy from Smyrna, escorted by Commodore Brackel, who was killed in making a gallant effort to protect his charge with only four men of war. Some of the richest of the merchant ships were taken, the remainder escaped into the bay of Cadiz, where they were blocked up by the English. The Dutch fleet from Bourdeaux was still more unfortunate, near one hundred and thirty sail were taken.

The Duke of York cruized with a powerful fleet on the coast of Holland, until a violent storm compelled him to quit his station, and return to England. The Dutch Ad-

* John Fowler, Esq.

† Memoirs relating to the Conduct of the Navy.

miral Opdam availed himself of this advantage to put to sea, 1665 and captured the trade from Hamburg, with its convoy.

The duke enraged at the success of the Dutch, on the 1st of June sailed from Solebay, in quest of the enemy; his fleet consisted of one hundred and fourteen sail of men of war, and twenty-eight fire ships, manned with twenty-two thousand seamen and soldiers. This formidable fleet was divided into three squadrons; the first or red, commanded by the Duke of York, with the Admirals Penn and Lawson; the second or white, by Prince Rupert, Minns, and Samson; the third or blue, by the Earl of Sandwich, Cuttins, and Sir George Ayscue*.

On the same day the enemy were discovered off Harwich, formed into seven squadrons, viz.

	Men of War.	Fire-ships.
1st. Opdam's	14	2
2d. Evertz	14	1
3d. Cortenair	14	1
4th. Stillingaurt	14	1
5th. Van Tromp	16	2
6th. Cor. Evertz	14	1
7th. Scheam	16	2
	—	—
Total	102	10 with seven — yachts.

The wind being favourable for the Dutch, they retired before the English to the mouth of the Maeze, from whence Opdam assigned his reasons to the States for not fighting the English, with which they were by no means satisfied, and dispatched orders for him to put to sea immediately, and fight at all events. Opdam, at a council of war which he had assembled, finding that the unanimous opinion agreed with his own, said, "I am entirely of your opinion, but
" here are my orders, to-morrow my head shall be bound
" with laurel, or with cypress;" and instantly gave directions to approach the English fleet. This memorable battle began at three in the morning, on the 3d of June, off Lowestoffe, and continued with unabating fury until noon, without an advantage on either side, when the Earl of Sandwich, with the blue squadron, forced through the cen-

* The same officer who had retired on a pension in the civil war, and was again called forth to serve.

† Son to the famous admiral.

A.D. 1665 ter of the Dutch fleet, and threw them into such disorder and confusion as brought on a general flight. The Duke of York, in the Royal Charles of eighty guns*, and Admiral Opdam, in a ship of the same force, were closely engaged for some hours. The Earl of Falmouth, Lord Muskerry, and Mr. Boyle, second son of the Earl of Burlington, were killed standing by the duke, who received a wound in the head by a splinter from Mr. Boyle's head. In the midst of this desperate battle the Dutch admiral blew up; only five of the crew escaped out of five hundred. Soon after this fatal accident four of their best ships, from sixty to forty guns, ran foul of each other and were destroyed by a fireship; three still larger shared the same fate. The Orange, a ship of 74 guns, was also burnt, and her crew perished. At four in the afternoon the Admirals Stillingaert and Cortinaer were killed, and their ships bore out of the line without striking their flags, which drew many after them, and at length threw the whole into confusion. Van Tromp still continued to fight bravely, with not more than thirty ships until eight at night, when he was obliged to give way and leave the English masters of the sea. This was the most signal victory ever gained by the English, and the severest defeat the Dutch ever experienced. They had eighteen ships taken and fourteen sunk, besides such as were burnt. Four thousand men were killed, and two thousand made prisoners, sixteen of whom were captains. On the side of the English the Charity, of 40 guns, was the only ship lost. The killed amounted to two hundred and fifty, among whom were the Vice-Admirals Sampson and Sir John Lawson, the captains the Earl of Marlborough and Portland. The wounded did not exceed three hundred and fifty.

It was the opinion, that had the English pursued the enemy with vigour, the whole Dutch navy would have been taken or destroyed. On the fleets return into port, medals were struck in honour of the Duke of York and the victory.

Soon after the above action intelligence was received that De Ruyter was expected in the channel with two rich convoys. Every exertion was used to refit the fleet, and

* She was allowed as a flag ship to have three lieutenants, four masters mates, each to have the pay of a master of a third rate, and thirty midshipmen.

on the 5th of July the Earl of Sandwich sailed with above sixty men of war to cruize on the coast of Holland to intercept them. De Ruyter, aware of the intentions of the English, sailed round the north of Scotland, and took shelter with his convoys at Bergen in Norway. Some of the East-India ships which had separated were taken by the English cruizers. A.D. 1665

The Dutch took the island of St. Helena, but it was soon after retaken.

This year the command of the fleet was given to Prince Rupert and the Duke of Albemarle; the former had orders to sail in quest of a French fleet, which consisted of thirty-six ships, under the command of the Duke of Beaufort, and were designed to enter the channel, for the purpose of joining the Dutch fleet, commanded by De Ruyter, who was off Dunkirk with seventy-one sail of the line, twelve frigates, thirteen fireships, and eight yachts. 1666

On the 1st of June the Duke of Albemarle, who had put to sea with sixty sail, fell in with De Ruyter, and instantly bore down upon him with the utmost bravery. The action soon began, and continued with great violence until night parted the combatants. The ships, in which were De Ruyter and Van Tromp, were so much shattered that they were obliged to shift their flags and had nearly been taken. One ship was blown up, and Admiral Evertzen killed. On the side of the English, Sir William Berkeley, who gallantly led the van in the *Swiftsure*, a second rate, being attacked on all sides by the enemy, was killed, and his ship compelled to strike. The *Essex*, a third rate, was also taken. The intrepid conduct of Sir John Harman, who commanded the *Henry*, deserves to be recorded. The ship being surrounded and assailed from all quarters by the Zealand squadron, Admiral Evertzen, who commanded it, hailed and offered him quarter; to which this brave fellow replied, "No, Sir, it is not come to that yet." The next broadside killed the Dutch Admiral, by which means their squadron was thrown into confusion and obliged to quit the *Henry*. Three fireships were now sent to burn her, one of them grappled her starboard quarter, but the smoke was too thick to discern where the grappling irons had hooked, until the blaze burst out, when the boatswain resolutely jumped on board, disentangled the irons, and instantly recovered his own ship. Scarcely

A. D. 1666 Scarcely was this effected before another fireship boarded her on the larboard side; the sails and rigging taking fire, destruction seemed inevitable, and several of the crew threw themselves into the sea; upon which Sir John Harman drew his sword and threatened to kill any who should attempt to quit the ship. The exertions, at length, of the remaining crew extinguished the flames. Sir John Harman, although his leg was broken, continued on deck giving directions, and sunk another fireship which was bearing down upon him. In this crippled state he got into Harwich, and repaired the damages his ship had sustained in sufficient time to be at sea and share in the following actions.

On the 2d, in the morning*, the battle was renewed with encreased fury. Van Tromp rashly pushing in amidst the English ships had a narrow escape. De Ruyter, who came down to his assistance was in equal danger; these Admirals being reinforced by sixteen Dutch ships gave an instant turn to the battle; and the Duke of Albermarle became so hard pressed, that he found it necessary to retreat towards the English coast. The Dutch continued to pursue him until night, when a calm put an end to the conflict. In the morning the Duke of Albermarle finding that he had only with him twenty-eight ships fit for service, and the Dutch still in pursuit with a much superior force, ordered three of the ships most disabled to be burnt, and directed those which had not suffered so much to go ahead to look out, preserving the line himself with the rest to receive the pursuers.

In the afternoon, when the Dutch fleet was almost within gun-shot, a fleet was discovered to the southward, which the duke soon perceived to be the squadron under Prince Rupert crouding sail to join him.

The English admiral instantly hauled to the wind, the

* Previous to the action a council of war was held, wherein the Duke of Albemarle gave this opinion: "That if we had dreaded the numbers of our enemies, we should have fled yesterday; but though we are inferior to them in ships, we are in all things else superior. Force gives them courage. Let us, if we need it, borrow resolution from the thoughts of what we have formerly performed. Let the enemy feel, that though our fleet be divided, our spirit is entire. At the worst it will be more honourable to die bravely here on our own element, than to be made spectacles to the Dutch. To be overcome is the fortune of war, but to fly is the fashion of cowards. Let us teach the world, that Englishmen would rather be acquainted with death than with fear."

more readily to effect the junction. Sir George Ayscue, in the Royal Prince, of one hundred guns; standing too near the shoals, run upon the Galloper, where she was surrounded by the Dutch fleet and taken*. A.D. 1666

On the 4th, about eight in the morning, the English squadron having joined, pursued and came up with the Dutch fleet. The attack was now made and supported with greater violence and resolution than before. The action continued until seven in the evening, when a thick fog put an end to this dreadful and bloody contest, each retiring to its own coast claiming the honour of the victory.

The loss sustained by the English in this long and well-fought battle is computed at sixteen men of war, ten of which were sunk, and six taken. Between five and six thousand men were killed and wounded. The English writers mention the Dutch to have lost fifteen men of war, twenty-one captains, and five thousand men; their own authors confess nine ships to have been lost, and a prodigious slaughter.

The pensioner, De Witte, said after this battle, "If the English are beaten, their defeat did them more honour than all their former victories; their own fleet could never have been brought on after the first day's fight, and he believed none but theirs could; and all the Dutch had discovered was, that Englishmen might be killed and English ships burnt, but that English courage was invincible."

The Dutch fleet having suffered less damage in the late action than that of the English, was sooner refitted, and eighty sail of men of war and twenty three fireships put to sea, in three squadrons, under the command of the Admirals De Ruyter, John Evertzen†, and Van Tromp.

The English hastened the equipment of their fleet, and were soon enabled to face them with eighty sail of men of war, and nineteen fireships, also formed into three squadrons; the red commanded by Prince Rupert and the Duke of Albemarle, Vice-Admiral Sir Joseph Jordan, and

* The capture of an English admiral caused great exultation among the Dutch; this has been assigned by some sea officers as a reason why the English do not wear the red flag at the main; but Sir George Ayscue was Admiral of the white. The distinguishing flag of the red squadron has ever been the union or flag of the lord high admiral. Sir George Ayscue on his return to England was set aside.

† Brother to the admiral killed in the late action.

A.D. 1666 Rear-Admiral Sir Robert Holmes. The white by Sir Thomas Allen, Vice-Admiral Sir Thomas Tiddiman, and Rear-Admiral Herbert. The blue by Jeremiah Smith, Vice-Admiral Sir Edward Spragge, and Rear-Admiral Kempthorne.

On the 25th of July the hostile fleets came in sight of each other off the North Foreland, and being equally anxious for battle, a most obstinate and bloody one soon began. Sir Thomas Allen with the white squadron attacked the enemy's van with such fury, that he entirely routed it, killing Evertzen and his vice and rear admirals. Van Tromp engaged with great spirit and bravery the blue squadron, and narrowly escaped being taken, having separated from the rest of his fleet. De Ruyter was opposed to the center, and maintained the conflict with intrepid firmness, until night put an end to the battle.

The next morning the Dutch fleet was observed retreating in the utmost disorder. The red squadron pursued them with the greatest vigour. De Ruyter, whose pride was hurt at retreating before the English exclaimed, "My God! what a wretch am I! Among so many thousand bullets is there not one to put an end to my miserable life." His son-in-law, De Witte, would have had him bring to, and render his life a dear purchase to the victors; but De Ruyter judged it of more consequence to save his country by the preservation of its fleet, which, by great skill and management, reached the shallows on the Dutch coast; where the Duke of Albemarle and Prince Rupert did not think it safe to pursue them.

The Dutch admirals, De Ruyter and Van Tromp, accused each other of being the cause of this defeat. The loss they sustained is said to have been twenty ships, four admirals, several captains, and between six and seven thousand men.

The loss on the side of the English was very inconsiderable. The Resolution was the only ship lost, and about three hundred men killed.

On the 29th of July the Duke of Albemarle and Prince Rupert proceeded with the fleet to the islands of Ulie and Schelling, where the Dutch had collected a large and rich convoy, and the magazines on shore filled with stores and merchandize. Contrary winds prevented the English fleet arriving off these islands before the 7th of August, when it
was

was determined in a council of flag officers, instantly to attack the Dutch fleet, and to destroy the magazines. Sir Robert Holmes, rear-admiral of the red, was chosen as the officer to command this enterprize. On the 8th he stood in and anchored with his small squadron* within gun shot of the Dutch ships, whose force he found to consist of only two ships of war; the number of merchantmen was one hundred and seventy, several of these were armed for war. The rear-admiral instantly proceeded to the attack. One of the ships of war was boarded and burnt by a fireship, the other cut her cables, drove on shore, and was destroyed by the boats of the fleet, three of the largest merchant ships bearing flags at their mast heads, shared the same fate. The whole fleet was now thrown into the greatest disorder and confusion, amidst which Sir Robert Holmes entered the harbour with the boats of the fleet, and completed the destruction, only nine out of the whole escaping. The admiral then landed and destroyed the magazines. The loss the Dutch sustained by this severe blow is computed by some at one million one hundred thousand pounds, others say, at one million two hundred thousand pounds†.

The navy of France was at this time so inconsiderable, that Voltaire says, "Whilst the English and Dutch covered the ocean with near three hundred large ships of war, Lewis XIV. had not then above fifteen or sixteen of the lowest rates."

In addition to the complement of men borne on board a ship bearing the flag of an admiral, fifty men were allowed, to a vice-admiral twenty, and a rear-admiral ten‡.

In this year also is the first instance of gratuities being allowed to captains in the navy who were wounded in battle.

On the 10th of June, the Dutch Admirals, De Ruyter and Van Ghent, with seventy men of war and several fireships, arrived before the mouth of the Thames; they landed at Sheerness and took the fort. The alarm was no sooner given, than the Duke of Albemarle, to prevent their entering the river Medway, caused some old ships to be sunk at its entrance, threw a chain across, and placed

* Eight sail of frigates, five fireships, and seven ketches.

† Campbell's Lives of the Admirals, vol. 2. page 114.

‡ In the reign of King William III. it was altered to the present establishment. See his reign.

A.D. 1667 three large ships as batteries behind it. The wind blowing strong from the eastward, induced De Ruyter to make a bold attempt to force the chain and destroy the ships at Chatham. On the morning of the 12th, De Ruyter got under sail, and ran with such violence against the chain that it gave way; the ships placed to defend it, after a most gallant resistance, were boarded by fireships and consumed. The next day the Dutch advanced with six men of war and five fireships, as high up the river as Upnor Castle, which opened so brisk a fire upon them, that they were compelled to retreat, but not before they had burnt the Royal Oak and three other men of war. The brave commander of the first disdaining to quit his ship without orders, resolutely continued on board and perished. The hull of the Royal Charles was either carried off or destroyed. The Dutch lost in this daring enterprize two men of war, eight fireships, and one hundred and fifty men.

From the river De Ruyter sailed to Portsmouth, Plymouth, and Torbay; but not meeting with success, he returned again to the mouth of the Thames, where he was joined by a squadron, under the command of Admiral Van Nefs. Thus reinforced, he sailed up the river as far as the Hope, and attempted to destroy a small squadron which was lying there under Sir Thomas Spragge; but this officer had arranged his ships so judiciously, that, after repeated and unsuccessful attacks, De Ruyter was obliged to retire, and stood to sea.

The English took the islands of St. Eustatia, Saba, St. Martins, and Tobago; the last was afterwards retaken by the Dutch Admiral Evertz, who also very much annoyed the English trade on the coast of America.

Sir John Harman cruising with twelve sail of men of war off the island of St. Christophers, fell in with the French and Dutch squadrons, consisting of twenty stout ships, an obstinate engagement began and continued with great bravery for three hours; when the enemy, notwithstanding their superiority, made sail and pushed for St. Christophers. Sir John Harman pursued and came up with them. The whole fleet excepting two were either taken or destroyed.

A custom was introduced and ordered to be observed in the royal navy, as a punishment for those men who should absent themselves from their ships whilst fitting. It directed that two shillings and sixpence should be deducted from their

their pay for each day's absence, which money was to be paid to those who remained at their duty. A.D. 1667

A treaty of peace was ratified between England, France, and Holland.

Sir Thomas Allen was sent with a squadron into the Mediterranean to chastise the Algerines, who had seized some English merchant vessels. He, with the assistance of a Dutch squadron, destroyed the greater part of their naval force*. 1668

The Cinque Ports being no longer of any great importance since the increase of the royal navy, the king granted them a new charter, confirming their ancient privileges, with the addition of some new regulations more suitable to modern times†.

The timber of the king's forest of Deane, in Gloucestershire, being of late much destroyed, an act of parliament was passed, "that eleven thousand acres of the " waste lands of that forest were directed to be enclosed, " for the growth and preservation of oak timber for the " use of the royal navy, &c."

The king granted by charter to the East-India Company the island of Bombay, under an annual rent of ten pounds in gold‡.

Captain Kempthorne, in the Mary Rose, a small frigate, fell in with and was resolutely attacked by seven Algerine cruizers, which, after a bloody contest, he obliged to sheer off. 1669

Sir John Narborough sailed in a frigate of thirty-six guns and a small pink on a voyage of discoveries to the South Seas. He returned home in the year 1671, without any thing remarkable occurring.

The squadron, under the command of Admiral Allen, in the Mediterranean having been found inadequate to suppress the daring insults of the Algerines, Sir Edward Spragge§ was sent out with a reinforcement. Upon the uniting of the fleets, the English Admiral sailed for Algiers; but not receiving a satisfactory answer to his de- 1670

* It was said to consist of twenty-four ships, great and small, from 50 to 20 guns, and six new ships upon the stocks.

† Anderson's Origin of Commerce, vol. 2. page 497.

‡ Anderson's Origin of Commerce.

§ He was directed to wear the union flag at the main-top-mast head, with an additional pay of fifty shillings a day.

A.D. 1670 mands, he proceeded to Bugia, a port where a number of their cruizers were lying within an haven secured by a boom across its entrance. The English resolutely forced it, drove their ships on shore, and burnt seven of them, from thirty-four to twenty guns. This misfortune created such discontents among the Algerines, that they murdered the Dey, and elected one who sued for peace.

On the 17th of September Captain John Pierce, commander of the Sapphire, and Lieutenant Andrew Logan, were condemned to be shot by the sentence of a court-martial for cowardice, having run from four sail, which they supposed to be Turkish men of war, and also for running the ship on shore, by which she was lost, contrary to the opinion of the master and crew, who offered to defend her. The sentence was executed on board the Dragon at Deptford.

The first charter granted to a company of merchants trading to Hudson's Bay.

1671 The English, not forgetting the insult which had been offered to them by the Dutch sailing up the Medway, longed for some favourable opportunity to resent it. A squadron* was fitted out and ordered to cruise in the channel, under Sir Robert Holmes, to intercept the Dutch Smyrna fleet. On the 13th of March it was discovered by the advanced frigates. The English Admiral instantly

* English Squadron under Sir Robert Holmes.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
St. Michael	- 70 ---	Admiral Sir Robert Holmes
Resolution	- 70 ---	Vice-Admiral Earl of Ossory
Cambridge	- 70 ---	Rear-Admiral Sir Francis Hollis
Fairfax	- 50 ---	Captain Legge
York	- 50 ---	----- Elliot
* Gloucester	- 40 ---	----- Holmes
* Diamond	- 20 ---	----- Fowles
* Success	- 20 ---	----- Watson

* *Joined during the action.*

Dutch Squadron.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Ulissing	- 50 ---	Adrian de Haes
Entrecht	- 48 ---	Cornelius Everfon
Dort	- 46 ---	Thomas de Bois
Hollandia	- 44 ---	Thomas Naes, (funk.)
Delf	- 38 ---	----- Prouet
Lion	- 34 ---	----- Lenney
Centaur	- 32 ---	Thomas Anderson
Friezeland	- 30 ---	John Anderson

50 sail of merchant vessels mounting from 10 to 30 guns.

gave

gave chase, and on his approach within gun-shot, fired at the Dutch ships of war to make them pay the usual compliment to the flag. A.D. 1671

The Dutch Admiral positively refused to comply, and returned the fire from the English ships, which brought on an obstinate action, and continued in a running fight for three days; at the expiration of which one of the Dutch men of war (the *Hollandia*) was taken and afterwards destroyed; five of the richest of the merchant ships were also taken. The remainder escaped and got safe into the different ports in Holland.

The states general were so much enraged at this act of hostility, that they declared war against England on the 17th of March.

For the more speedily equipping the fleet in the Medway, we find an order from the lord high Admiral, dated the 28th of March, wherein the first captain to the admiral and commander in chief is directed to take rank as a flag officer*. 1672

As an encouragement for seamen to enter into his majesty's navy, a proclamation was issued, offering a bounty, to all such as shall enter on board of first and second rates six weeks pay, and on board of third rates one month's pay.

On the 10th of March the Royal Charles, of 110 guns, was launched at Portsmouth.

France joined England in the war against the Dutch, and sent over a fleet of thirty-six sail of men of war to join that of England at Portsmouth, under the command of the Duke of York. The combined fleets proceeded to the Downs in three divisions; the Duke of York commanded the red, the Earl of Sandwich the blue, and the Count D'Estree, vice-admiral of France, the rear, bearing a white flag†. From hence they sailed to Solebay. Early in the morning on the 28th of May, they were unexpectedly surprized by the sudden appearance of the Dutch fleet‡. Had De Ruyter, instead of calling a council of war, made an immediate attack, in all probability he would have destroyed the combined fleets, which were lying in great dis-

* Memoirs relating to the navy.

† United force of England and France, one hundred and one sail, carrying 6,018 guns, and 32,530 men.

‡ The Dutch fleet consisted of ninety-one men of war, fifty-four fireships, and twenty-three yachts.

A. D. 1672 order. Many of the ships were obliged to cut their cables with the utmost precipitation to get into the line. At eight in the morning De Ruyter began the attack most furiously on the center squadron. The ship commanded by the Duke of York was so much disabled, that he was obliged to shift his flag to another. The Earl of Sandwich, in the Royal James, of 100 guns, with intrepid gallantry attacked Admiral Van Ghent's division; but being very ill supported by many of the ships in his squadron, he was left almost surrounded by the enemy. Just at this time the Dutch Admiral was killed, and his ship being much disabled sheered off. Another Dutch man of war observing the shattered state of the Royal James, attempted to board her with three fireships, which she sunk; at length a fourth fireship boarded her on the quarter with more success, and the ship was soon in flames. Captain Haddock, who was the earl's captain, was almost the only surviving officer; he frequently entreated the earl to quit the ship, who persisted in remaining on board, until he was surrounded by the flames, when he plunged into the sea and perished. By this time the Duke of York's squadron (deserted by the French) had suffered considerably, from the close and powerful attacks of De Ruyter and Benhert; but Sir Joseph Jordan, who had succeeded to the blue squadron, having totally routed that of Van Ghent, came down to the assistance of the duke. The battle became now more equal, and continued with great bravery on both sides till night, when the scattered ships of Van Ghent's division having rallied, came boldly down to the support of their admirals and saved them from destruction. The wretched and disabled state of the Dutch ships obliged them to retreat. The English, who had no less suffered, were not in a condition to pursue them; and each retired to their own coasts.

The Dutch in this action had one ship sunk, another burnt, and a third taken. The loss in men must have been very considerable, as the publication of it was forbidden by the states.

The loss sustained by the English was the Royal James and four smaller ships. Many officers of distinction were killed, viz. the Earl of Sandwich, Sir Fletcheville Holles, rear-admiral in the Cambridge, Captain Digby of the Henry, Captain Piercy of the St. George, Captain Waterworth

terworth of the *Ann*, Sir John Fox of the *Prince*, and A.D.
 Captain Harman of the *Triumph*; about 2000 men were 1672
 also killed and wounded.

The French, notwithstanding the little share they had in the action, lost two ships of war. Rear-Admiral de la Rabinierre was killed with many men.

In the month of July the Duke of York sailed over to the coast of Holland with the English and French fleets, for the purpose of making a descent on the isle of Texel; but being overtaken by a strong gale of wind, the fleets were dispersed and returned to England.

Sir Edward Spragge destroyed the Dutch fishery; and Sir Tobias Bridges took the island of Tobago.

The Dutch took the island of St. Helena, which was soon after retaken by Commodore Munden, who had been sent out to convoy the East-India ships to England. The commodore directed the Dutch colours to be continued flying on the island; this deception had so good an effect, that several Dutch ships entered the road and were taken.

The Dutch attempted to take the island of Bombay, but were repulsed with great loss.

Near Musulaptnam, on the coast of Coromandel, ten English ships, some of them men of war, fell in with thirteen Dutch ships, when, after a long and bloody contest, three of the English ships were taken. The Dutch admiral being killed, and both squadrons much disabled, they mutually sheered off.

An order was issued to all commanders of his majesty's 1673
 ships of war, that in future they were not to require, from the ships of war of his most christian majesty the striking of the flag or topsail or salute, neither were they to give any salute to those of the christian king*.

On the 19th of May it was determined in a council of war (at which were present the King and Duke of York), that if the Dutch fleet could not be provoked to quit their own coast, it should be attacked upon it. In consequence of this resolution, the English and French fleets, consisting of eighty-four men of war and a number of fireships, put to sea under the command of Prince Rupert, Sir Thomas Spragge, and the Count D'Etrees. On the combined fleets arrival on the coast of Holland, De Ruyter was dis-

* Memoirs relating to the Navy.

A.D. covered lying with a Dutch fleet of seventy men of war in
1673 apparent security, and formed in good order behind the sands of Schonevelt.

Their secure position by no means changed the sentiments of Prince Rupert, who was determined to attack them agreeable to the positive orders he had received. As a decoy to draw the Dutch fleet out, on the morning of the 28th Prince Rupert detached a squadron of frigates and fire-ships to stand close in with the sands. This had the desired effect, for no sooner had De Ruyter discovered the frigates, than he got under sail, and stood out, formed in line of battle, and pursued this small squadron, who led them down to their own fleet. Towards noon the Dutch ships began to fire at the English frigates, and the hostile fleets closing, a general action soon commenced, which was maintained with great bravery until night, when De Ruyter again retired behind the sands.

The Dutch, notwithstanding their inferior numbers, made a gallant defence. Van Tromp, it is said, shifted his flag four times during the action. Their loss was a vice and rear admiral, six captains and one ship.

On the side of the combined fleets, the English lost four captains, and two ships of war entirely disabled. The French lost two men of war and five fire-ships.

On the 4th of June De Ruyter having refitted and increased his fleet, stood out to sea, and boldly bore down to attack the combined fleets. The irregularity and impetuosity with which the Dutch made their attack, soon threw them into confusion, and they retreated to the south east. The battle did not begin till a late hour in the evening, and night fast approaching prevented the combined fleets pursuing them.

On the 11th of August the fleets came again in sight of each other under the same commanders, and nearly equal in force. A most desperate and bloody battle was fought, and both fleets separated, each claiming the honour of a victory. It is said the English would have been more successful, had the French squadron punctually obeyed the signals of Prince Rupert.

The Dutch ships were much disabled. Two vice-admirals, three captains, and about one thousand men were killed.

The

The English lost the brave Admiral Sir Thomas Spragge*, two captains, and a great number of men. A.D. 1673

After this action Prince Rupert returned with the English fleet into the Thames, and the French admiral to Brest.

The Tiger frigate, commanded by Captain Harman, lying in the port of Cadiz, at the same time that a Dutch squadron was there, De Witte, a captain of one of the Dutch frigates, was particularly intimate with Captain Harman, which made the Spaniards insinuate that he dared not fight the English frigate. Evertzen, the Dutch admiral, on hearing this report, told De Witte, that he must challenge the English captain to go to sea and fight him, to support the honour of his nation, and that he would assist him with sixty seamen and seventy soldiers. Captain Harman readily accepted his proposal; and on a day fixt both ships stood to sea, and began to engage within pistol shot of each other. In a short time the Dutch ship's main-mast was shot away. Captain Harman availed himself of the confusion into which this disaster had thrown the enemy, boarded and compelled him to surrender, with the loss of one hundred and forty men.

The English had nine men killed, and fifteen wounded; among this number was Captain Harman, who received a shot, which went in at his left eye, and came out between the ear and jawbone. He was perfectly cured of this wound, and lived several years after.

This year the oaths of allegiance and supremacy were first administered to the officers in his majesty's navy.

The regulating and allotting the cabins to each particular officer, was now first established.

The king granted half pay to several captains in the royal navy, according to the rates they commanded, as a gratuity for their bravery during the war.

An order was issued by the lord high admiral to sheath some of the ships of war with lead†. The experiment was tried on the Harwich and King's-fisher. Some time after

* His ship, the Prince, was so much disabled, that he shifted his flag to the St. George, who was soon also rendered incapable of continuing in the line. The Admiral was then going to the Royal Charles, when a shot struck the boat, which instantly sunk, and the Admiral and crew perished.

† Merchant ships had, some years previous to this, been sheathed with lead.

A.D. several other ships, ordered for foreign service, were sheathed
 1673 in the same manner. This practice was a few years after discontinued, from a complaint made against it by Sir John Narborough, and many other sea officers.

1674 On the 9th of February a treaty of peace was signed at London, between England and Holland, in the fourth article of which the long contested point respecting the honour of the flag was firmly established; it was stipulated,
 “ That all Dutch ships, whether ships of war or others,
 “ whether in squadrons or single ships, which shall hap-
 “ pen to meet any ships or vessels whatsoever, belong-
 “ ing to the King of Great Britain, whether one or
 “ more, carrying that king’s flag, called the jack, in any
 “ of the seas from Cape Finisterre to the middle point of
 “ the land Van Staten in Norway, shall strike their topsail,
 “ and lower their flag, in the same manner, and with the
 “ like testimony of respect, as has been usually paid at any
 “ time or place heretofore by the Dutch ships, to those of
 “ the king, or his ancestors.”

The admiralty directed, that officers commanding squadrons as commodores, should be in future distinguished by a pendant all red, and considerably larger than the ordinary ones, now called a broad pendant.

1675 The parliament granted three hundred thousand pounds, for the building of twenty large ships of war, viz.

One first rate of	1,400 tons	} each.
Eight second rates of	1,100 tons	
Eleven third rates of	700 tons	

The tonnage and poundage money was, at the same time, resolved to be applied for the benefit of the royal navy*.

As an encouragement to the masters in the royal navy, the king in council issued an order to allow half pay to those masters who had served the last war, in the ships of the first and second rates.

1676 The Tripolines having seized several English ships, and otherwise very much annoyed the trade, Sir John Narborough was sent into the Mediterranean with a squadron, to chastise these pirates.

On the 14th of January he arrived off Tripoli. The night being extremely dark, he dispatched Lieutenant Cloudesley Shovel†, with all the boats of the fleet, manned and

* Anderson’s Origin of Commerce, vol. 2, page 534.

† Afterwards the famous Sir Cloudesley Shovel.

armed, to destroy the ships in the mole. Lieutenant Shovel first seized the guard-boat, then entered the mole, and burnt four large armed ships *, without losing a single man. The Tripolines were so much alarmed, that they sued for peace. Soon after the English admiral left Tripoli, they broke the treaty, and committed fresh depredations on the trade. Sir John Narborough was obliged to sail to Tripoli twice, before he could bring these barbarians to any fixt terms of pacification.

A. D.
1676

The fishery at Newfoundland began now to be considered so beneficial, particularly as a nursery to furnish seamen for the royal navy, that in this year one hundred and two ships were employed on the fishery, each ship carrying twenty guns, eighteen boats, and five men to each boat, making in all 9180 men†.

The Duke of York and Lord Berkeley fitted out a ship, and gave the command to Captain Wood, who was sent in company with one of the king's ships, to discover a north-east passage to India. They sailed as far as the seventy-sixth degree of north latitude, where the ice obstructed their further progress. The king's ship struck upon a rock and was lost. Upon Captain Wood's return to England, he gave it as his opinion that a passage was impracticable.

The trade of the East India Company had so much increased, that this year they sent out eleven ships, from six hundred to four hundred tons.

1680

Mr. William Penn, an eminent quaker, son to the late Sir William Penn, to whom the king granted a charter for settling a part of the province of Virginia and New-York, had it now confirmed, and embarked with a number of his followers, and established the province of Pensilvania.

If Voltaire is to be credited, the French navy at this time, consisted of one hundred ships of the line, several of which carried one hundred guns, and sixty thousand sailors‡. So much were they improved in maritime skill, that in the year 1676, they actually beat the Dutch and Spanish fleets in conjunction in the Mediterranean, and killed the famous Admiral De Ruyter.

1681

* One ship of fifty, one of thirty-six, one of twenty-four, and another of twenty guns.

† Anderson's Origin of Commerce, vol. 2, page 535.

‡ App. Chap. I. No.

A.D. 1681 Toulon, Brest, and Rochfort, were fortified and made naval arsenals.

Renaud, a Frenchman, was the first who constructed vessels for throwing of shells. The experiment was made by the French fleet against Algiers, which answered so well that they destroyed the town.

1683 Lord Dartmouth was sent with twenty sail of men of war to destroy the town, castle, and mole at Tangier. The mole is said to have been of that extent, as to run six hundred yards into the sea, and the stones were so firmly cemented together, that it took six months to complete its demolition.

At the death of King Charles II. the royal navy amounted to one hundred and thirteen sail.

JAMES II.

1685 James II. having been himself lord high admiral, and frequently commanded the English fleet, was well versed in naval affairs. The regulations which he established, assisted by his secretary Mr. Pepys, were considered, and are still, the best now in practice in the royal navy. Upon his accession to the throne, King James assigned a stated fund of four hundred thousand pounds a year, to be paid quarterly from the treasury for the service of the navy.

Four additional commissioners of the navy were also appointed for the better regulating of the docks, naval storehouses, &c. and for the more speedy repairs of the ships of war.

Proposals were now made, and patents granted for the making by distillation salt water fresh; many years after this was brought to greater perfection, and succeeded perfectly well, as will be seen hereafter.

1686 Although the French had, a few years before, constructed and made use of vessels for throwing of shells with success, it was not till this time that the king gave orders for a bomb-vessel to be built at Chatham.

Instructions were given directing all captains and officers commanding his majesty's ships or vessels of war, to deposit a perfect copy of their journal with the secretary of the admiralty.

As some of the new regulations which were made, appeared a hardship upon the commanders, by taking from them

them several perquisites and advantages, his majesty granted them the following allowance for table money, viz. A. D.
1686

<i>Rates.</i>	<i>Present wages.</i>	<i>Present victualling.</i>	<i>Additional table money</i>
1st	273 15 0	12 3 4	250 0 0
2d	219 0 0	12 3 4	200 0 0
3d	182 0 0	12 3 4	166 5 0
4th	136 10 0	12 3 4	124 5 0
5th	109 10 0	12 3 4	100 0 0
6th	91 0 0	12 3 4	83 0 0

The pay and allowance to sea officers have undergone various changes since, as will be seen in the succeeding reigns.

Lord Dartmouth could only muster seventeen sail of the line, chiefly third and fourth rates, three frigates, thirteen fire-ships, and three yachts, to oppose the landing of the Prince of Orange. 1688

On the 21st of October the Prince of Orange sailed from Helvoetsluys with a fleet of five hundred sail, formed into three divisions; the center commanded by himself, bearing the flag of England, and his own arms, with this motto: "I will maintain the Protestant religion, and the liberties of England;" the van by Admiral Herbert, and the rear by the Dutch Admiral Evertzen. A violent storm came on, and lasted several hours, which dispersed the fleet; but on its abating they soon collected, and on the 5th of November, the prince landed in Torbay without opposition.

On the 12th of December King James II. abdicated the throne, at which time the navy of England consisted one hundred and seventy-three sail*.

WILLIAM III. and MARY.

In April Admiral Herbert sailed with eighteen or twenty sail of the line, to intercept a French fleet which had sailed for Ireland, to support the landing of King James. On the admiral's appearing off Cork, he learned that the King had landed two months previous to his arrival at Kinsale. 1689

On the 1st of May the English admiral discovered the French fleet at anchor in Bantry Bay, consisting of twenty-four sail of the line, under the command of the Admirals Chateau Renault, Gaberet, and Forent, Immediately the

* Appendix, Chap. I. No. 5.

A.D. 1689 French perceived the English fleet, they got under sail, and stood to sea in a well-formed line of battle, both admirals seeking an action. The fleets were, of course, soon warmly engaged, and continued so till five in the evening, when they mutually separated. The French retired into Bantry Bay, and the English towards Scilly. Admiral Herbert cruised for some time at the entrance of the Channel, in expectation of a reinforcement, but as none arrived, he failed to Portsmouth. The king, on visiting the fleet, (notwithstanding its ill success) created Admiral Herbert a peer*, and knighted the Captains John Ashby, and Cloudesley Shovel.

On the 7th of May war was declared against France.

Commodore Rooke, with a small squadron, relieved Londonderry, and performed other essential service on the coast of Ireland†.

On the 24th of November, Admiral Russel was sent with a squadron of seven sail of the line and two yachts, to escort from Flushing, a princess of the house of Newburgh, who had been married to the King of Spain. The admiral received orders to hoist the union flag at the main-top-mast-head, and to wear it as long as her majesty was on board.

The East-India Company settled and built the town of Calcutta, on the banks of the river Hughley in Bengal.

1690 On the 24th of January Admiral Russel arrived at St. Helens with the queen of Spain. Her majesty having received complimentary messages from the court of England, and the admiral's fleet reinforced to thirty large ships, he proceeded with her to Spain. On the 16th of March her majesty was landed in the Groyne. The admiral then dispatched vice-admiral Killegrew into the Mediterranean with a strong squadron to block up the French in Toulon, and returned to England with the remainder.

On the 11th of June King William embarked his forces on board two hundred and eighty transports, escorted by a squadron of six men of war, under Sir Cloudesly Shovel, and arrived at Carrickfergus on the 14th of the same month; from whence he dispatched Admiral Shovel to join the grand fleet.

On the 30th of June the English and Dutch fleets, under the command of the Earl of Torrington, fell in with

* Earl of Torrington.

† Camp. Lives of Admirals, vol. 2. page 314.

that of France, commanded by the Count de Tourville, A.D. 1690
between Cherbourg and the Isle of Wight*. At nine in
the morning the whole French fleet began the attack upon
the English blue and Dutch squadrons; the red or center
being much separated occasioned a great opening between
the combined fleets. The French profited by this ad-
vantage to surround the Dutch and blue squadrons, who
made a most gallant defence, and to save themselves from
utter destruction came to an anchor. The Earl of Tor-
rington observing the perilous situation of this part of his
fleet, bore down with several ships to their assistance,
and rescued them from the enemy. At five in the after-
noon it fell calm, and the ebb tide making strong, the Eng-
lish fleet anchored. The Earl of Torrington, on examin-
ing the state of his fleet, found that it, as well as the
Dutch, had suffered so materially, that no advantage could
be gained by a renewal of the action; he therefore at night
weighed and stood to the eastward. The next day it was
resolved in a council of war, that it would be most ad-
viseable to preserve the fleet by retreating, and to destroy
the disabled ships rather than (by protecting them) hazard
an engagement. The French fleet, although it was driven
a considerable distance down the channel, continued to
pursue the combined fleets. Off Rye bay the Anne, of
70 guns, (which was entirely dismasted) was forced on
shore and destroyed. The enemy also attempted to destroy
a Dutch sixty-four gun ship which was driven on shore;
but her commander defended her with so much bravery
that he obliged them to desist, and she was got off and ar-
rived safe in Holland.

The Earl of Torrington retreated with the fleet into the
river Thames, leaving a few frigates to observe and watch
the motions of the enemy, who remained masters of the
channel. Tourville stood to the westward and anchored

* The English fleet	34 men of war		French fleet	78 men of war
The Dutch fleet	22 men of war		Fireships	22
	—			—
Total combined fleets	56		Total French	100
	—			—

The French fleet was formed into three divisions. The van, com-
manded by the Count D'Estrees, in Le Grande, of 86 guns, and 26
men of war. The center, by the Count de Tourville, in the Royal
Sun, of 100 guns, and 26 sail. The rear, by M. D'Amfreville, in the
Magnificent, of 80 guns, and 25 sail.

A.D. 1690 the French fleet in Torbay till the 5th of August, when the wind shifting to the eastward, he sailed for Brest.

The loss the English sustained in this unfortunate battle, was two ships, two captains, two captains of marines, and three hundred and fifty men.

The Dutch were much greater sufferers, having lost six sail of the line, the Rear-Admirals Dick and Brackel, one captain, and many men.

The Earl of Torrington was examined before the privy council, and justified his conduct with great firmness. The council, however, thought proper to commit his lordship to the Tower, and directed a committee to repair to Sheerness, in order to make an enquiry into the real causes of this disaster.

A difficulty arose in the manner of bringing Lord Torrington to a trial. The king seemed determined it should be by a court-martial; but the earl's friends maintained he ought to be tried by his peers. A doubt was also started as to the power of the lords of the admiralty. It was admitted that the lord high admiral of England might have issued a commission for trying him; yet it was questioned whether any such authority was lodged in the commissioners of the admiralty; and although some great lawyers gave their opinion in the affirmative, still it was judged expedient to settle so important a point by authority of parliament. A new law was accordingly made declarative of the power of the commissioners of the admiralty*. Immediately after the passing of this act, the commissioners directed a court-martial to be held for the trial of the Earl of Torrington, and on the 10th of December it assembled on board the Kent frigate at Sheerness. Sir Ralph Delaval, who was vice-admiral of the blue in the engagement, sat as president.

The charge exhibited against the earl was, that in the late engagement off Beachy-head, he had, through cowardice or treachery, misbehaved in his office, drawn dishonour on the English nation, and sacrificed our good allies the Dutch.

His lordship defended himself with great clearness of reason, and with extraordinary composure of mind.

After a full hearing and strict examination of all that

* Stat. 2d. William and Mary, Sess. 2d. Chap. II. on the Articles of War relative to Courts-martial.

had been advanced on both sides, he was unanimously acquitted. A.D.
1690

The king, notwithstanding Lord Torrington's acquittal, the next day took away his commission, in order to appease the clamours of the nation and the Dutch, who were of opinion that the court-martial conducted itself with great partiality.

The French drove the English settlers off the island of St. Christophers, which had been long in the joint possession of both nations. Commodore Wright and General Codrington instantly proceeded to resent this insult, and having landed about three thousand troops, in the course of a few days reduced the whole island.

In July Sir Cloudesley Shovel, with a squadron of seven sail of men of war, took Duncannon fort; and in September Sir Richard Haddock co-operated with the Duke of Marlborough in the capture of Cork. The Duke of Grafton, who commanded the Breda, was killed, and the ship blown up.

Sir William Phipps sailed with a fleet from New England, and took the town and fort at Port Royal, in Nova Scotia, which he named Annapolis Royal.

The Earl of Torrington was succeeded in the command of the fleet by Admiral Russel, who on the 7th of May had a squadron of great force equipped and ready for sea. In the month of June the Admiral proceeded to cruize in the Soundings, for the protection of the trade, and to seek the fleet of France, which had sailed from Brest about the beginning of the same month, under the command of the Count de Tourville*. 1691

Admiral Russel being informed that the Smyrna fleet (which was of great value) had arrived at Kinsale in Ireland, he immediately proceeded off that port, and after having convoyed them safe into the channel, he again resumed his station off the coast of France. Sir Cloudesley

* App. Chap. II. No. 1 and 2.

At this time a remarkable instance of French arrogance and gascade shewed itself by an inscription engraven on the stern of a new first rate ship of war, named the St. Louis, viz.

*Je suis l'unique de l'onde,
Et mon roy de monde,*

which was thus translated :

*I, on the ocean am the mightiest thing,
As on the land is my all-potent king.*

A.D. 1691 Shovel was dispatched by the admiral to look into Brest, where he saw forty sail of merchant ships coming out escorted by three men of war. Sir Cloudesley, to deceive these ships, hoisted French colours, nor did they discover the danger into which they were running until almost close to the English squadron. In the mean time Admiral Ruffel learnt by some transports he had captured, that the French fleet had returned to Brest. In consequence of this intelligence, pursuant to the resolutions of a council of war, he sailed to Torbay for further orders and to refit the fleet. The moment the admiralty was informed of his arrival, directions were sent down for him to proceed immediately to sea. The admiral with great perseverance continued to cruize at the mouth of the channel until the 2d of September, when a most violent storm separated and disabled several of the ships; he therefore bore away for Plymouth. The weather continuing very thick and boisterous many of the ships were in imminent danger. The Coronation, a second rate, mistaking the land, brought up without a mast, standing off the Ramhead, and the sea ran so high that she soon after foundered. Captain Shelton and most of the crew perished. The Harwich, a third rate, drove on shore near Mount Edgecombe and was lost.

In this year one dry and two wet docks were ordered to be at Portsmouth; and the first mention is made of regular regiments of marines.

1692 About the middle of May Admiral Ruffel had collected a very powerful fleet, which, in conjunction with a Dutch squadron, amounted to ninety-nine sail of men of war. With this force he sailed from St. Helens on the 18th of May, and stretched over to the coast of France. The next morning, at three o'clock, the look-out ships made the signal for having discovered an enemy*. Orders were immediately given to form the line of battle, and at eight o'clock it was completed. At ten, the French being to windward, the Count Tourville bore down with great resolution; and at eleven this ever-memorable action began off Cape La Hogue. At one, the French admiral was so much shattered that he was obliged to be towed out of the line. The battle continued with great violence until four, when so thick a fog came on that the enemy

* Appendix, Chap. II. No. 3 and 4.

could not be seen ; on its clearing up, they were discovered much scattered and in disorder steering to the northward. A.D. 1692
Admiral Russel instantly made the signal for a general chase ; but unluckily the fog coming on much darker than before, he was obliged to anchor in order to keep his fleet collected. The weather again clearing up, the admiral got under weigh and pursued the flying enemy. About eight in the evening the blue squadron got up with the enemy, and engaged for about half an hour, when having lost four of their ships they bore away for Conquet road. In this short action rear-admiral Carter was killed. The two next days the weather proved so dark and foggy, that although both fleets were frequently in sight of each other, nothing effectual could be done. The French continued standing to the westward, and the English pursuing them.

On the 22d, in the morning, the English fleet was so well up with the enemy, that at eleven o'clock the French admiral ran ashore and cut away his masts ; his two seconds and some other ships plied up and remained by him. Admiral Russel observing their situation, ordered Sir Ralph Delaval, who was in the rear, to keep a sufficient number of ships in his division ready to destroy those of the enemy, and to send the rest to join the body of the fleet. In the evening many of the enemy's ships were seen standing into La Hogue. On the 23d, the admiral sent Sir George Rooke with several men of war, some fireships, and all the boats of the fleet to destroy those ships in the bay. On his approach he observed thirteen sail of men of war, which had got so high up into the bay, that none but the small frigates and boats could advance near enough to be of service. Sir George, determined to execute his orders, gave directions for the boats to be manned, and instantly proceeded to the attack, going himself to encourage the enterprize. The boats vied with each other who should be the foremost in boarding the enemy, who were so much alarmed and terrified at the intrepidity of the English seamen, that they crowded out of their ships on one side as the conquerors entered on the other. Six of the ships of war were burnt that night, and the other seven the next morning, with several transports and vessels laden with ammunition. The English lost only ten men on this service, although it was performed under a prodigious fire from the enemy's batteries on shore, and within sight of their camp.

A.D. 1692 Some of the enemy's ships pushed through the race of Alderney, and took shelter in St. Maloes, where our ships could not with safety follow them.

After this important victory Admiral Russel returned to Portsmouth with the greater part of the fleet to refit, and left out Sir John Ashby with twelve sail of the line, and Vice-Admiral Calenberg with the like number of Dutch, to cruize, and endeavour to destroy the French ships that had put into Havre-de-Grace; but stormy weather and the secure retreat of the enemy rendered it impracticable.

The ships the French lost in this action were as follows:

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Soleil Royal	104 —	Count de Tourville
L'Ambitieux	104 —	Chevalier de la Villette, vice-miral of the blue
L'Admirable	90 —	Monsieur Beaujean
L'Etonant	80 —	Monsieur de Septime
Le Terrible	80 —	Monsieur Septville
Le Magnifique	76 —	Monsieur Cottolage, rear-admiral of the blue
Le St. Philip	76 —	Monsieur Infreville
Le Conquerent	76 —	Monsieur du Magnon
Le Triomphante	74 —	Monsieur Bellemont
L'Amiable	68 —	Monsieur de Raal
Le Fier	68 —	Monsieur Larsethoir
Le Glorieux	60 —	Le Count de Chateaumorent
Le Serieux	60 —	Monsieur Bernier
Le Trident	56 —	Monsieur Monteaud
Le Prince	60 —	Monsieur Bagneuz
Le Sans Pareil	60 —	Monsieur Ferille

Another three-decked ship was supposed to be burnt, name not known*.

Towards the end of the summer a squadron of ships of war escorted two hundred and forty transports with six or seven thousand troops to Ostend and Newport.

Captain Wren, who was stationed in the West-Indies, being informed of the arrival of a French squadron† in

* Campbell's Lives of Admirals, vol. 2. page 363.

† English squadron with Captain Wren, three fourth rates and two small frigates. This brave officer died soon after, and the command of the squadron devolved on Captain Boteler. French squadron eighteen sail, from 60 to 40 guns.

those seas, on the 30th of January sailed from Barbadoes A.D. 1692
in quest of it. On the 22d of February the enemy were
discovered, and although their force was so greatly superior to the English, Captain Wren bore down and brought them to action, which continued the whole day with great briskness. At night the combatants separated. The next morning Captain Wren, finding his force not equal to renew the battle, bore away. The enemy were in too disabled a state to pursue him.

In consideration of the pay of sea officers being much less than that of other powers, his majesty in council was pleased to order the following establishment in lieu of the allowance of table-money granted by King James II. 1693

1st. That the sea pay of the flag officers, commanders, lieutenants, masters, and surgeons of his majesty's ships should be doubled.

2d. That all flag officers and captains of the 1st, 2d, 3d, 4th and 5th rates, and fireships; and the first lieutenant and masters of the 1st, 2d, and 3d rates, who have served a year in the same posts in ships of those rates, or been in a general engagement, should have half-pay while on shore, to be paid quarterly out of the general estimate of the navy.

The number of servants allowed to officers were reduced to the following proportion:

Ten to the admiral of the whole fleet;

Eight to all other flag officers;

Six to captains of first and second rates;

Five to captains of third and fourth rates;

Four to captains of fifth and sixth rates.

On the 7th of May a fleet of eighty-three men of war, English and Dutch, was assembled at St. Helens*, with the trade for the Mediterranean, which Sir George Rooke was appointed to convoy. It was the beginning of June before he sailed, accompanied by the whole fleet. On the 6th the fleet having seen the convoy safe fifty leagues to the westward of Ushant, returned to cruize at the mouth of the channel. All this time there had been no intelligence of the French fleet, which had sailed from Brest in the middle of May for the Mediterranean in three squadrons, consisting of seventy-one ships of war, besides

* Appendix, Chap. II. No. 5.

A.D. 1693 tenders, bomb vessels, and fireships. When the news of this fleet having put into Lagos bay reached England, a council of war was held on the 23d of June at Torbay, in which it was resolved to sail directly for Lisbon (the fleet then consisting of sixty-nine ships of the line); but to prevent all danger, orders were immediately dispatched to put Sir George Rooke on his guard. Had this resolution been pursued that officer would not have been exposed to the disasters which ensued. But on the 1st of July, in another council of war it was left to her majesty's consideration, whether if the French squadron joined, and should sail north about, the coast of England might not be exposed to some insults during their absence. The result was, that the English fleet remained in the Channel.

On the 17th of June, Sir George Rooke being off Lagos Bay*, at day-break discovered a part of the French fleet, stretching out from under the land. The admiral was by no means alarmed at their appearance, having learnt from the crew of a fire-ship he had taken, that although there appeared to be three flags in their fleet, it consisted of no more than fifteen ships of the line. The prisoners made this report with a view to deceive Sir George Rooke who at noon, distinctly counted above eighty sail of men of war, many of them standing for the English squadron, and others in chace of the merchantmen. The instant Sir George Rooke discovered the enemy's fleet to be so much superior to his own, he made the signal for the trade to make the best of their way into the ports of Faro, St. Lucar, or Cadiz. In the evening the enemy got up with the rear of the combined squadrons, when after a very noble resistance, two Dutch and one English man of war were taken. At night the enemy gave up the pursuit. On the morning of the 19th the enemy being out of sight, Sir George Rooke assembled the officers of the ships of war, and consulted what measures were best to be pursued, when it was agreed to proceed with what merchant ships remained to the island of Madeira, where he might perhaps collect some of his scattered fleet. Besides the ships of war, about ninety sail of merchantmen were taken or destroyed; the whole

* The fleet consisted of about twenty-three sail of English and Dutch men of war, and the convoy of four hundred sail. The admirals under him were Hopson and Calemberg.

amount of the loss was supposed to exceed one million sterling. A.D. 1693

Commodore Sir Francis Wheeler was sent with a squadron of twelve sail of men of war to command in the West Indies, in conjunction with General Codrington; the commodore made an unsuccessful attack on the island of Martinico. The squadron then sailed for the coast of America and Newfoundland, where the commodore was equally unfortunate in his plans of operation, being constantly opposed by the land officers in the councils of war which were held to consult on the modes of attack; all therefore that could be done at Newfoundland, was destroying the French fisheries at St. Pierre's. In August, Sir Francis Wheeler sailed for England, and as no censure was attributable to him for the miscarriage of these expeditions, he was promoted to the rank of a rear admiral of the red*.

In the month of January, Mr. Booker, agent general in Guinea, for the African Company, having received orders to attack and endeavour to dispossess the French of their settlements on that coast, sailed with a sufficient force to the river Senegal, where he compelled the governor of Fort Bourbon to surrender without opposition; he then proceeded to the island of Goree, which at first shewed a disposition to resist, but being ill furnished with ammunition, it at length capitulated.

On the 13th of November Commodore Benbow was sent with twelve men of war, four bomb-vessels, and several transports, to make a descent on the coast of France. On the 16th he arrived before St. Maloes, which he effectually bombarded, and destroyed a great part of the town. The inhabitants were so alarmed at the execution which a small English squadron had done, that it considerably checked the spirit of privateering in this, as well as many other ports on the coast of France†.

Orders were given to survey the harbour of Falmouth, and report whether it was capable of being made a proper port for the refitting and docking ships of the royal navy.

It was not until this year that the ships in his majesty's navy, on the home service, were allowed to carry to sea, spare top-masts and sails.

* Campbell's Lives of the Admirals, who gives a full account of this expedition, vol. 2. page 443.

† Campbell's Lives of Admirals, vol. 2. page 389.

A. D. 1693 The parliament voted 2,500,000l. for the pay and service of the fleet.

1694 At the close of last year Sir Charles Wheeler was appointed commander in chief in the Mediterranean, and sailed with a Squadron of twenty-five men of war, in conjunction with Vice Admiral Calemberg and a Dutch Squadron. After executing his orders on the coasts of Spain and Portugal, he sailed for Gibraltar. On the 17th of February a violent storm prevented the fleet from entering the Straits, which encreased until the 19th, when the admiral seeing the gut, steered for it, and mistaking Gibraltar Bay for the Straits' Mouth, run into it, and was so entangled on a lee shore, before he discovered his error, that the ships could not weather the land, and were obliged to anchor; but the ground being foul, many of the ships were driven ashore, and their crews perished. The admiral's ship the Suffex foundered, and himself, with all his crew were lost, to the amount of five hundred and fifty, only two Turks escaping. Two other ships of the line, a bomb-vessel, and two ketches, with six merchant vessels were lost*.

On the 1st of May Admiral Russel again took the command of the grand fleet, consisting of fifty-two English, and forty-one Dutch ships of the line, besides frigates, fire-ships, and other smaller vessels. On the 3d, the Admiral sailed from St. Helens, and on the 9th being off the Lizard, received advice that a French convoy was lying in Bertaume Bay; upon which he detached Captain Pritchard, in the Monmouth, with two fire-ships, with orders to take or destroy them. The next morning Captain Pritchard discovered them at anchor, and instantly proceeded to the

* Cambridge, seventy guns, run ashore, lost 100 men.

Lumley Castle, lost	-	-	-	130
Serpent, bomb, foundered	-	-	-	15
William, ketch, run ashore,	-	-	-	15
Mary, ketch, foundered	-	-	-	16
Great George, Turkey ship, lost	-	-	-	90
Aleppo, Factor, lost	-	-	-	3
Golden Frigate of Venice, lost	-	-	-	23
Berkshire, Turkey ship	-	-	-	15
Indian Merchant, Turkey ship	-	-	-	2
William, lost	-	-	-	1

Total 410

attack.

attack. The enemy got under sail, and endeavoured to get to sea, but Captain Pritchard pursued them so closely that a frigate and two sloops of war that were their convoy, were driven ashore and destroyed. Out of fifty-five sail of merchant vessels, thirty-five were sunk or burnt. These vessels were laden with brandy, wine, and salt provisions. A few days after seventeen sail more of French transports were destroyed.

The admiral, on his return to St. Helen's, where he had left Sir Cloudesley Shovel to superintend the embarkation of the land forces, finding them all on board, and every thing ready, he sailed with the whole fleet on the 29th of May. Two days after they got to sea, a council of war was held on board the Britannia, in which it was resolved, that the fleet designed against Brest, which was commanded by Lord Berkeley, should immediately proceed thither, with the troops under the direction of Lieutenant General Tollemache. On the 5th of June Lord Berkeley, with his squadron, parted from the fleet, having with him twenty-nine English and Dutch men of war, besides small frigates, fire-ships, &c. On the 7th the squadron anchored between Carmaret Bay and Bertaume. The next day the Marquis of Caermarthen was ordered by the admiral to proceed close in with six men of war, to attack the enemy's batteries, and to cover the landing of the troops. Nine hundred men were embarked in small vessels, but some of them taking the ground at a distance from the shore, a scene of dreadful confusion and slaughter ensued, the enemy firing on them in all directions. The English sustained the repeated attacks of the enemy with great bravery, till at length, those that had landed, were obliged to retreat to their boats, and were, with much difficulty, carried off. The ships that covered the landing were miserably shattered; the Monk, commanded by the Marquis of Caermarthen, was with difficulty, brought away. The Teesep Dutch frigate of thirty guns was sunk, and only eight men escaped out of her whole crew. The loss sustained on this unfortunate expedition was computed at seven hundred soldiers killed, wounded, and taken, and about four hundred killed and wounded on board the ships: Lieutenant General Tollemache was wounded in the thigh, and died soon afterwards at Plymouth; Lord Berkeley gave up all further attempts, for the present, on the coast of France, and arrived at St. Helen's

A.D. Helens on the 15th of June. Here the admiral found or-
 1694 ders from the queen to assemble a council of war, in which it was resolved to employ the ships and troops on an expedition on the coast of Normandy. Accordingly on the 5th of July the fleet set sail, but meeting with tempestuous weather, it was not till the 12th that they anchored before the town of Dieppe, and began to bombard it with great fury; the town was set on fire in several places, and the greatest part reduced to ashes. From hence the admiral proceeded to Havre de Grace, and destroyed above one third of the town, together with several inhabitants and troops, which had been sent in for its defence. This service was not performed without some loss; the Grenado bomb vessel was blown up, and many other vessels so much shattered, that the admiral thought it necessary to retire; and after sailing along the coast, greatly to the annoyance of the enemy, he returned to St. Helen's on the 26th of July to refit.

Early in September Sir Cloudefley Shovel received instruction to undertake an expedition against Dunkirk. On the 7th he sailed into the Downs, where he was joined by M. Meesters, who was the inventor of the machines called infernals*, and was to direct their operations. This engineer had collected several Dutch pilots, who were acquainted with the harbour of Dunkirk.

On the 12th the fleet consisting of thirteen English and six Dutch frigates, two bomb-vessels, seventeen infernals, and other small craft, appeared before Dunkirk, and immediately proceeded to the bombardment of the place, under the direction of Captain Benbow and M. Meesters; two of the infernals were also sent in, but they were set on

* Fire-ships contrived to operate when moored close to the walls of a town. At the bottom of the hold were an hundred barrels of powder; these were covered with pitch, sulphur, rosin, tow, straw, and faggots, over which lay beams bored through, to give air to the fire, and upon these lay three hundred carcasses filled with granadoes, chain-shot, iron bullets, pistols loaded, and wrapt in linen pitched, broken iron bars, and the bottoms of glass bottles. There were six holes or mouths, to let out the flames, which were so vehement, as to consume the hardest substances, and could be checked by nothing, but the pouring in of hot water. The French report, that the engineer who contrived this vessel, was blown up in her, because they found the body of a man well dressed upon the shore, and in his pocket-book a journal of the expedition, alluding to the destruction of the bridge over the Scheldt, when the Prince of Parma besieged Antwerp, in the year 1585, when it was supposed these machines were first used.

fire,

fire, without taking effect. It was found that the French A.D. 1694
had secured themselves from all attempts of this nature, by driving piles, and sinking vessels before and at the back of the Mole-head. On the miscarriage of this enterprize, Sir Cloudefley Shovel sailed for Calais, and on his way demolished the town of Gravelines. On the 17th he threw several shells into the town of Calais, by which about forty houses were consumed; but the wind blowing hard, attended with a great swell, the admiral found it necessary to bear away for the Downs.

On the 6th of June Admiral Russel sailed with the grand fleet into the Mediterranean, and was joined on the 25th, off the Rock of Lisbon, by a squadron under rear admiral Neville, and the Dutch Vice-Admirals Calemberg and Evertzen, with sixteen ships of the line, the whole fleet consisting of sixty-three sail.

The admiral proceeded through the straits, and on his appearance on the coast of Catalonia, M. Tourville, who had been parading before the city of Barcelona, retired with the French fleet into the harbour of Toulon, where he continued blocked up the remainder of the year.

The king granted the royal palace at Greenwich to be converted into an hospital for decayed seamen in the royal navy, and also a sum of money for extending the building. See App. Chap. IV. No.

The land-mark on the beach at Stoke, near Gosport, called the Kicker, was erected, and the buoy of the horse placed at Spithead for the better security of ships going into Portsmouth harbour.

Some of the docks were made at Plymouth, the store-houses, and those for the accommodation of the officers of the dock-yard were built.

On the 28th of December Queen Mary died at Kensington of the small-pox, in the 33d year of her age, and the 6th of her reign.

The parliament voted a supply for the navy of 2,382,712l. for the ensuing year*.

Admiral Russel still commanded the grand fleet, which 1695
remained on the coast of Spain. Early in January the admiral dispatched Captain Killegrew with six sail of fri-

* Appendix, Chap. I. No. 6.

A.D. 1695 gates* to cruize in the Mediterranean for the protection of the trade. On the 18th of the same month, when between Cape Bona and the island of Pantalaria, he discovered two French men of war†, which believing the English to be merchantmen, bore down upon them; but soon perceiving their mistake, they hauled their wind and endeavoured to get away. Captain Killegrew in the Plymouth came up with them about four in the afternoon, when it fell calm, and he was engaged with both the French ships for above an hour before the Falmouth came up to her support; the action continued with great obstinacy for the space of another hour, by this time the other frigates arrived up, upon which the Frenchmen separated and made sail. The Carlisle, Newcastle, and Southampton pursued the largest, and the Falmouth and Adventure the smallest, the disabled state of the Plymouth obliged her to bear away for Messina. The pursuit continued all night in a running action; the next morning the enemy finding their ships so dreadfully crippled that it was impossible to escape, one of their commanders, with several men killed and wounded, struck their colours. The Trident was so leaky that it was with difficulty she was carried into Gorgenti. The Content was taken to Messina. Captain Killegrew‡ and fourteen men were killed on board the Plymouth, and thirty wounded, and about the same number on board the other ships.

In the spring Admiral Russel sailed into the Mediterranean with the whole fleet to assist the Spaniards in their

* English ships.

Plymouth	-	Captain Killegrew
Falmouth	-	—— Grantham
Carlisle		
Newcastle		
Adventure		
Southampton		

Ships.

Guns.

Commanders.

† La Content	-	64	—	Marquis de Chalard
Le Trident	-	60	—	Le Count d'Aulnery, killed

The French account says the Content had only 54 guns and 380 men, the Trident 42 guns and 300 men; though in several of their lines of battle in the years 1692 and 1693, those ships appear to have the force as above. Campbell.

‡ When Captain Killegrew came up with the Content, the French crew were at prayers, and he might have poured in his broadside with great advantage, which, however, he refused to do, adding, "It is beneath the courage of the English nation to surprize their enemies in such a posture." Campbell,

attempt

attempt to drive the French out of Catalonia; but not A.D. finding that support which he expected from the court of 1695 Spain, the admiral, at the end of September, returned to Cadiz. There he made the necessary arrangements for the security of the trade in the Mediterranean, leaving twenty-three ships of the line, besides frigates and bomb vessels, under the command of Sir David Mitchell, rear-admiral of the red, and returned with the remainder to England.

In the month of July Lord Berkeley with an English and Dutch squadron bombarded the towns of St. Maloes and Grenville, with so much effect, as to demolish the greater part of them. This service was executed under the conduct of Captain Benbow; the whole force consisted of only six English and four Dutch ships of war, eight bomb vessels, nine galliots, fourteen flat-bottom boats, and two brigantines. The loss sustained amounted to sixty men killed and wounded. The Terrible bomb was so much shattered that she was obliged to be sunk, together with six or seven of the small craft. On Lord Berkeley's return to Portsmouth, four hundred soldiers were embarked on board the fleet, and it sailed to the attack of Dunkirk. Mr. Meesters was ordered to prepare his machines, under whose direction the expedition was to be conducted. On the 1st of August Lord Berkeley appeared before the place, and immediately sent in the bomb-ketches, machines, and fireships, with several small frigates to cover them from the enemy's gallies and gun-boats. The bombardment commenced at nine in the morning, and continued until about five in the afternoon, when the admiral finding that the enemy had been well prepared to make an obstinate defence, and that very little impression had been made on the town, he called off the frigates and battering vessels. Some attribute the failure of success against Dunkirk to have arisen from a misunderstanding between Mr. Meesters and some of the sea officers, as that gentleman deserted during the night. The miscarriage of this enterprize did not discourage Lord Berkeley from attempting the destruction of Calais. It was the 17th of August before the bomb vessels could approach near enough to throw shells into the town, as they were greatly annoyed by a strong wooden fort erected on the Pier-head, which on the morning of this day Colonel

A.D. 1695. Lord Richards most gallantly attacked and demolished. The bombardment continued without intermission till five in the afternoon, by which time six hundred shells were thrown into the town. The magazine and several houses were destroyed. At night the admiral called off the bomb-vessels, and returned to the Downs. Captain Osborne of the Aldborough ketch was the only person killed upon this expedition.

The Marquis of Carmarthen was sent to cruize off the Scilly Islands for the protection of the homeward bound trade; unluckily he mistook a fleet of French merchantmen for the Brest squadron, and not thinking his force equal to encounter them, bore away for Milford Haven. By this misconduct, the East and West India fleets became much exposed to the enemy's privateers, two East India ships were taken, and three destroyed on the coast of Ireland, besides a great number of West Indiamen. On the Marquis of Carmarthen's return to Portsmouth, he was accused of misconduct, and laid aside.

Some acts of extraordinary courage and conduct were performed by private adventurers, and are worthy of notice. On the 30th of May, William Thompson, in a fishing boat out of Pool in Dorsetshire, with only one man and a boy, was attacked by a French sloop privateer, which he obliged to sheer off; Thompson not intimidated by the superior force of the enemy, pursued, came up with, and after engaging her for two hours, she struck. The privateer had two guns, several small arms, and sixteen men: Thompson had two small guns and a few muskets. On his arrival at Pool with his prize, the lords of the admiralty presented him with a gold chain and a medal of the value of fifty pounds.

The same reward was also given to Mr. Williams, who in a fishing smack belonging to Whitesand Bay, retook some merchant vessels, which had fallen into the hands of French privateers.

The town of Lulworth presented Mr. Joliffe with a gold chain and medal, for having chased and driven on shore, a French privateer three times his force.

On the 16th of October Admiral Sir George Rooke sailed with a fleet of ships of war to command in the Mediterranean; he entered Cadiz Bay, and remained there until he had ascertained the force of the French fleet in Toulon,

Toulon, which was found so much superior to his own, that the admiral resolved, after having secured the safety of the Levant ships, to return to England rather than hazard an engagement, especially as most of his own, as well as the Dutch ships were extremely foul. A. D.
1695

The brass box compasses were invented, and allowed to the ships in the royal navy.

In the month of January Commodore Wilmot sailed with five ships of war, two fire-ships, and twelve transports, having on board a body of troops under the command of Colonel Lillingston, on an expedition against the French settlements in the island of St. Domingo, in which enterprize they were to be assisted by the Spaniards. Towards the latter end of March they arrived at St. Domingo, and instantly proceeded to execute their orders, in conjunction with the Spaniards. In the course of sixty days the confederate army had taken Cape Francois, Port aux Paix, and ruined the enemy's plantations for an hundred miles round, carried off a thousand negroes, demolished two strong forts, wherein they took one hundred and forty pieces of cannon, with a vast quantity of ammunition and naval stores. The loss the French sustained is computed at two hundred thousand pounds. This expedition would have been attended with much more success, had it not been for the scandalous behaviour of Commodore Wilmot, who considered nothing but his private interest, and upon all occasions encouraged the seamen to every act of violence and plunder. Dissentions between the sea and land commanders, became the result of this infamous conduct, and the Spaniards growing tired of their new allies, withdrew their assistance. The troops were reembarked, and the fleet sailed to Jamaica. On the 3d of September the commodore left Jamaica, with the squadron, on his return to England. The Winchester, a fourth rate, was lost in the Gulph of Florida, and the commodore died of an epidemical distemper, which raged in the fleet, and carried off many of the sailors and soldiers, leaving scarce men sufficient to navigate the ships home, which arrived at the end of the year in a miserable condition.

The French assembled a large body of troops in the neighbourhood of Dunkirk and Calais, who were to be embarked on board of four hundred sail of vessels collected 1696

A.D. 1696 in these ports, for the purpose of making a descent on England in favour of King James; in consequence of which Admiral Russel, on the 20th of February, put to sea with fifty sail of the line, and stood over to the French coast. The sudden appearance of the English fleet, threw the enemy into confusion; they hauled their vessels close in shore, out of reach of being damaged by the English. The designs of the French being frustrated, Admiral Russel returned with the fleet to England, leaving Sir Cloudesley Shovel with a squadron to watch the motions of the enemy.

Early in April he received orders to undertake the bombardment of Calais, which he executed with such effect as to destroy a great part of the town, and most of the shipping. On the 11th Sir Cloudesley Shovel returned to the Downs, having left a squadron to cruize off Dunkirk, where the famous French naval commander Du Bart was lying ready for sea, with several ships of war. In the month of May Rear Admiral Benbow was ordered on this service. but on his arrival before the place, he found the number of ships he had with him too small to guard both channels. The weather also proving extremely foggy, Du Bart slipped out, and steering to the north-east, fell in with the Dutch Baltic fleet, of above one hundred sail, escorted by five frigates, all of which he took, and above half the merchantmen. In the midst of Du Bart's victory, he was surprised by the appearance of the Dutch outward bound Baltic fleet, under the convoy of thirteen men of war, which so closely pursued him, that he was obliged to abandon most of his prizes; he burnt four of the frigates, and putting their crews on board the fifth, turned her adrift, which with thirty-five of the merchant ships were retaken. Rear Admiral Benbow in vain pursued the French squadron, though he frequently got sight of it, and Du Bart made good his retreat into Dunkirk.

Sir George Rooke having been called to the board of admiralty, Lord Berkeley of Stratton was appointed to succeed him in the command of the grand fleet; and on the 3d of June hoisted the union on board the Britannia. On the 24th his lordship sailed for the French coast; on the 4th of July he anchored with the fleet about two leagues from Belleisle, and made a descent on the islands of Houat, Heydic, and Groy, burning the towns and villages, with several

several small vessels, and brought off fifteen hundred horses and black cattle. A. D. 1696

The admiral dispatched Sir Martin Beckman with a squadron to bombard and destroy the fortifications and magazines on the islands of Rhé, and town of Ollone, which he effectually completed, and reduced them to ashes.

Towards the end of the month the ships began to be in want of provisions, and the admiral finding he could not land in Belleisle, with any prospect of success, returned to Spithead with the fleet.

Many ships having been wrecked upon the Eddystone Rock, off Plymouth, an application was made to the Trinity House to erect a light-house on it, which was began to be built this year, and at the end of three it was finished. Many masters and owners of ships agreed to pay one penny per ton outwards and inwards, to assist in defraying the expence.

An act of parliament was passed to establish a register for thirty thousand seamen, to be in readiness, at all times, for supplying the royal navy; they were to have a bounty or premium of forty shillings yearly. None but such registered seamen were to be preferred to the rank of commission or warrant officers in the royal navy; they were likewise entitled to a double share in all prizes: and when maimed or superannuated, were admitted into Greenwich Hospital. The widows and children of such registered seamen, who might be killed in the service, were admissible into that hospital; they were obliged to certify their places of abode, &c. It was also enacted, that sixpence per month should be deducted from the wages of all seamen, both in the merchant service, as well as in the royal navy, for the support of Greenwich Hospital.

Mr. Ardisoiffe invented and proposed a composition to be laid on the bottoms of ships to preserve them against the worms. The experiment was ordered to be tried on his majesty's ship the Sheerness.

On the 29th of January the Royal Sovereign, built in the reign of Charles I. and at that time the largest ship ever built in England, was, by accident, burnt at her moorings in Gillingham Reach, in the river Medway.

The parliament voted 2,372,197l. for the maintenance of 40,000 seamen, and two regiments of marines, the or-

A.D. dinary of the navy, and the charge of the registry of seamen.

1697 Early in this year a French squadron sailed from Brest, under the command of M. Pontis, to attack the Spanish settlements in the West-Indies. On the 3d of April he appeared before Carthagena with seven large ships of war, ten frigates, and several small vessels, having on board a large body of troops, besides fifteen hundred buccaneers and volunteers, which had been collected at St. Domingo for the expedition. On the 24th all the strong posts being taken and the suburbs stormed, the governor was forced to capitulate. The accounts vary much respecting the riches taken in this place, some compute it at forty millions of livres, and others at only nine millions.

Pontis, after destroying the fortifications, steered for the straits of Bahama. On the 27th of May, the squadron, under Vice-Admiral Nevil and Rear-Admiral Mees, which had been sent from England in quest of this adventurer, fell in with and pursued him for five days; during the chase some of the English ships received so much damage, that the admiral was obliged to give up the pursuit and steer for Carthagena to refit. On his arrival, he found the place abandoned by the Spaniards, who, on the departure of Pontis, had been again plundered by the buccaneers. On the 6th of June eight sail of these freebooters vessels were discovered close under the land. Vice-Admiral Nevil sent a detachment to destroy them; two were forced on shore, and two were taken, both large ships, well armed and manned, with two hundred and fifty men each; the rest escaped. The squadron being refitted sailed for Jamaica. Sir William Beeston, governor of the island, suggested to the admiral the destruction of the port of Petit Guavas, on the island of St. Domingo, which was the resort and chief harbour of these pirates; he instantly complied with it, and on the 22d of June detached from the fleet Rear-Admiral Mees with nine sail of men of war for this purpose. On the 27th he arrived before the place, which he surprized, set fire to, and totally destroyed it. In the beginning of July Vice-Admiral Nevil sailed from Jamaica, and took with him the homeward-bound trade. Before they reached the Havannah, Rear-Admiral Mees died, and the ships crews became very sickly. On his arrival before that port, he sent in to request

quest the governor would supply the squadron with refreshments. The governor returned a civil answer, but refused to admit the ships into the harbour. This message greatly mortified the vice-admiral, whose object was the hopes of escorting the galleons to Europe; but being disappointed, he bore away for Virginia; and reflecting on the little service he had rendered his country with so strong a squadron, it threw him into a hectic fever, of which he died on the 27th of August. The command of the squadron devolved on Captain Robert Dilkes, who arrived safe in England on the 24th of October, with the ships half manned and in a miserable condition.

A. D.
1697

The French squadron, under Pontis, quitted the West-Indies, and steered for Newfoundland. About the end of July he anchored in Conception bay. Commodore Norris was at this time lying in St. John's harbour, and on his receiving intelligence of the arrival of a French squadron on the coast, instantly called a council of war, which was composed of both sea and land officers. All the land officers, eleven in number, and five only out of thirteen of the sea officers, were against the squadron failing to attack the French; the remaining eight (amongst whom was the commodore) being over-ruled by a majority, the enemy was suffered, after continuing some days on the coast, to proceed for Europe unmolested. On the 14th of August, M. Pontis fell in with a squadron, commanded by Commodore Harlowe, who was on a cruize in the bay. An obstinate engagement ensued and lasted two hours. On the approach of night the enemy bore away, and although closely pursued, they got safe into the harbour of Brest the next day.

Admiral Sir George Rooke commanded the grand fleet during this year. He cruized the greater part of the summer in the Soundings for the protection of the trade, and was relieved by Vice-Admiral Mitchel and Rear-Admiral Benbow. The latter towards the middle of July was sent with a squadron of English and Dutch ships to block up Du Bart's squadron in Dunkirk; notwithstanding the vigilance of the English admiral, this famous adventurer on the 23d of August got out with five sail and escaped, though closely pursued. On the admiral's return to his station, he found that the eight other ships which he had left in Dunkirk had also sailed. These he went in

A. D. quest of, but not meeting with success, returned to the
1697 Downs.

On the 10th of September a treaty of peace was concluded at Ryswick between England, Spain, and Holland, on one side, and France on the other*.

1698 Rear-Admiral Benbow was sent with a small squadron to the West-Indies, to adjust some disputes which had arisen between the Spaniards and the English settlers on the Spanish main. This service the admiral accomplished with honour to himself and the nation, and in the following year returned to England.

Vice-Admiral Aylmer sailed into the Mediterranean with a strong squadron, in order to confirm our treaties with Algiers, Tunis, and Tripoli, which he performed very effectually.

Commissioner Greenhill of the navy proposed a plan for rowing of ships in a calm, which was tried on board his majesty's ship the Experiment.

1699 Captain Dampier, in his Majesty's ship the Roebuck, who had made several voyages into the South Seas, when sailing along the coast of New Guinea, discovered the land to be divided into two parts; having passed through this strait, he gave the appellation of New Britain to the eastern shore. In the following year Captain Dampier returned to England, after having encountered various adventures and difficulties.

1700 On the 20th of July Sir George Rooke sailed with an English and Dutch fleet, consisting of forty sail of men of war, besides bomb vessels and fireships, into the Baltic, to assist King Charles XII. of Sweden, who was at war with the Danes. The appearance of so powerful a fleet, and the vigorous measures that were pursued, compelled the King of Denmark to accelerate the treaty of peace which was then negotiating.

The fund for the establishment of pay to sea officers, adopted by King James II. having ended with the war; On the 10th of April his majesty in council approved of a vote of the house of commons for reducing the pay of sea officers to the following establishment :

* Appendix, Chap. III. No. 1.

The whole pay per day.	Now allowed.	Proposed	A.D. 1700
	<i>l. s. d.</i>	<i>l. s. d.</i>	
To the Admiral of the fleet -	6 0 0	5 0 0	
Admiral of the white or blue	4 0 0	3 10 0	
Vice-Admirals - -	3 0 0	2 10 0	
Rear-Admirals - -	2 0 0	1 15 0	
Captain to the admiral of the fleet	2 0 0	1 15 0	
Captains of the First rates -	1 10 0	1 0 0	
Second -	1 4 0	0 16 0	
Third -	1 0 0	0 13 6	
Fourth -	0 15 0	0 10 0	
Fifth -	0 12 0	0 8 0	
Sixth -	0 10 0	0 6 0	
Lieutenants of the First and Se- cond rates - -	0 6 0	0 5 0	
Third, fourth, fifth, and sixth	0 5 0	0 4 0	
Masters of First rates, per month	14 0 0	9 2 0	
Second -	12 12 0	8 8 0	
Third -	9 7 4	6 6 0	
Fourth -	8 12 4	5 12 0	
Fifth -	7 15 0	5 2 8	
Sixth -	6 12 0	4 13 4	
Surgeons in every rate the same allowance - -	5 0 0	5 0 0	

Over and above the establishment of men to each ship, there was allowed as servants to flag officers, viz.

To the admiral and commander in chief of the fleet	50
Admirals of the white and blue - -	30
Vice admirals - - -	20
Rear admirals - - -	15

To captains, four servants in every hundred men.

The half-pay of sea-officers, was also regulated in the following manner, viz.

	Each per diem. <i>l. s. d.</i>
One admiral of the fleet, at - - -	2 10 0
One admiral of the white, and another of the blue, at - - -	1 15 0
Three vice admirals - - -	1 5 0
Three rear admirals, and captain to the admiral	0 17 6
Twenty of the senior captains, who had served in the war - - -	0 10 0
H 4	Thirty

			<i>l.</i>	<i>s.</i>	<i>d.</i>
A.D.	Thirty next senior, ditto	-	0	8	0
1700	Forty lieutenants, as above	-	0	2	6
	Sixty ditto, ditto	-	0	2	0
	Fifteen masters, as above	-	0	2	6
	Fifteen ditto, ditto	-	0	2	0

The whole and half pay, as well as the regulations respecting servants, have undergone some alterations since this time.

The officers in the French navy were much better paid than those of England, as appears by the following statement.

Officers per annum.	Personal pay.	Table money.	Total.
	<i>l.</i> <i>s.</i> <i>d.</i>	<i>l.</i> <i>s.</i> <i>d.</i>	<i>l.</i> <i>s.</i> <i>d.</i>
1st captain of a 1st or 2d rate	300 0 0	360 0 0	660 0 0
Third - -	300 0 0	300 0 0	600 0 0
Fourth and fifth	300 0 0	260 0 0	560 0 0
Sixth - -	200 0 0	100 0 0	300 0 0
Bomb-vessels	200 0 0	150 0 0	350 0 0
Fire-ships -	150 0 0	60 0 0	210 0 0
Second captain of a first rate	300 0 0		
Second rate -	200 0 0		
Lieutenants in general -	100 0 0		
Ensigns, ditto - - -	50 0 0		

An admiral's allowance for table money was 1500*l.* per annum.

Vice admirals, eight hundred pounds.

Rear admirals and chef d'escadre, four hundred and sixty pounds.

Whereas an English admiral has only three hundred and sixty-five pounds per annum for his table money. No allowance whatever is made to other admirals, unless commanders in chief.

1701 On the 2d of July Sir George Rooke hoisted the union flag on board the *Triumph* in the Downs, and proceeded to Spithead, where he was soon joined by the rest of the fleet, consisting of forty-eight ships of the line, besides frigates, fireships, and smaller vessels. The subordinate admirals were Sir Cloudefley Shovel, Sir Thomas Hopson, John Benbow, Esq. and Sir John Munden; he was speedily reinforced by fifteen Dutch men of war of the line, with several frigates and small vessels, under the command

mand of Lieutenant-Admiral Allemande, Vice-Admiral A.D.
Vandergoes, and Rear-Admiral Waeffenaer. 1701

The fleet was detained at St. Helens until the middle of August for want of provisions; and when he put to sea, it came on to blow so hard from the westward, that he was obliged to put into Torbay.

Towards the latter end of the month the admiral sailed from thence, and on the 2d of September, he detached Vice Admiral Benbow with a stout squadron for the West Indies. He continued to cruize for the protection of the trade, until the winter season set in, and then returned with the largest ships into the Downs.

The old and new East India Companies consolidated their funds under an act of arbitration, wherein Lord Godolphin and Mr. Harley, afterwards Earl of Oxford, were for the old company, and Lord Halifax for the new.—Twelve persons were to be yearly appointed by the general courts of each company respectively, who were to be styled Managers of the United Trade to India; and at the expiration of seven years, the old company were to surrender their charters, and the new company was thence forward to change its style, and to be called, *The United Company of Merchants trading to the East Indies*.

During this, and several of the preceding years, the West Indies and Spanish main were infested with a set of desperate adventurers, who went by the appellation of Buccaneers. They robbed and plundered, without distinction, all nations, but particularly the Spaniards; many of these pirates were taken; among the most notorious was a Captain Kidd, who was brought to England, tried at the Old Bailey, fully convicted and executed, with several of his companions*. The property which Kidd had amassed was immense, it was given for the support of Greenwich Hospital.

On the 16th of September King James II. died at St. Germaine's, in France. The French king declaring his pretended son to be King of the British realm, gave much offence, and was in direct violation of the peace of Ryfwick, that the English ambassador was recalled from the court of France; and the parliament voted forty thousand seamen for the service of the ensuing year, proposing at

* Campbell's Lives of the Admirals, vol. 2. page 493, wherein is given a very circumstantial account of this famous pirate.

A. D. the same time, that "no peace should be made with France,
1701 "until his majesty and the nation received reparation for
"the indignity offered by the French king, in declaring
"the pretended Prince of Wales King of England, Scot-
"land and Ireland."

On the 25th of July, the Royal Sovereign of one hundred and ten guns, was launched at Woolwich; she was the largest ship in the navy, her dimensions were as follows:

	Feet.	Inches.
Length of the keel, to the beak of the sweep		
in the stern - - - - -	146	6
The full tread upon the ground - - -	155	0
Length on the lower gun-deck - - -	174	6
From the top of the taffarel to the fore part		
of the figure of the head - - - - -	210	7
Extreme breadth - - - - -	54	3½
Depth in the hold - - - - -	19	10

1702 On the 8th of March his majesty King William III. died at Hampton Court in the 52d year of his age. The state of the royal navy as it stood at this time, consisted of two hundred and fifty-six sail, including every description of vessels*.

ANNE.

The first step relative to naval affairs taken by Queen Anne was, to revive the office of lord high admiral, to which post she appointed her consort Prince George of Denmark, with a council under him†.

On the 4th of May, war was declared against France.

Early in May rear admiral Sir John Munden was sent with a squadron‡ to cruize off and intercept some French ships of war, which were lying in the Groyne, bound to the West Indies.

On the 28th of May, the admiral being between Cape Prior and Cape Ortegal, discovered fourteen sail close under the land, and instantly gave chase, but they outailed him very much, and escaped into the Groyne. Sir John Munden finding nothing beneficial could be done on the coast of Spain, proceeded in compli-

* Appendix, Chap. I. No. 7.

† Appendix, Chap. IV. No.

‡ Eight sail of the line, a fifty gun-ship, and two frigates.

pliance with his instructions, to cruize in the soundings, for the protection of the trade. On the 20th of June he returned into port; on his arrival many reports were spread prejudicial to his character; and in order to appease the clamours of the public, the lord high admiral issued a commission for a court martial, for the trial of Sir John Munden. On the 13th of July the court assembled on board her majesty's ship the Queen, at Spithead, Sir Cloudesley Shovel, admiral of the white, president. After having examined the several articles exhibited against the rear admiral, gave it as their opinion, that he had fully cleared himself from the whole matter contained in them, and as far as it appeared to the court, had complied with his instructions, and behaved himself with great zeal and diligence in the service. It was, however judged expedient, notwithstanding his acquittal, to lay him aside.

A.D.
1702

Great preparations had been made previous to the death of King William, to equip a grand fleet, the command of which was to have been given to the High Admiral the earl of Pembroke; this fleet was to have on board a large body of land forces, headed by the Duke of Ormond. The object of this expedition was to get possession of Cadiz for the Archduke Charles. Queen Anne's accession did not impede this design, only the Earl of Pembroke who had retired from his office, was succeeded in the command of the fleet by Sir George Rooke. On the 30th of May the admiral hoisted the union flag on board the Royal Sovereign; Vice Admiral Hopson, a red flag at the fore-top-mast head of the Prince George; Rear Admiral Fairborne, white at the mizen-top-mast head of the St. George; and Rear Admiral Graydon blue, at the same mast in the Triumph. The Dutch fleet which joined the English, bore five flags.

On the 19th of June this armament sailed from St. Helens*; and on the 12th of August anchored before the harbour of Cadiz. Next day the Duke of Ormond sent in a trumpeter with a letter, requiring the governor to surrender: who returned an answer, that he would acquit himself honourably of the trust that was reposed in him by the king. On the 15th the Duke of Ormond landed with the troops, and in a few days took possession of the forts of St. Kathe-

* Thirty English and twenty Dutch ships of the line. The troops amounted to about 13,801.

A.D. 1702 rine and St. Mary. It being found difficult to approach Cadiz, while the Spaniards were in possession of Matagorda Fort, opposite to the Puntal, it was ordered to be attacked, but the attempt miscarried, and the troops were re-embarked, with the intention to return home.

Captain Hardy, in the *Pembroke*, having been sent to water in Lagos Bay, received intelligence from Mr. Methuen, her majesty's envoy at Lisbon, that the galleons from the West Indies had put into Vigo, under convoy of a French squadron. Captain Hardy immediately sailed in quest of the fleet, which on the 7th of October he fell in with, and communicated this important intelligence to the admiral. Sir George Rooke called a council of war, wherein it was resolved to make an immediate attack on the enemy, in the port of Vigo. A strong gale of wind drove the fleet to the northward of Cape Finisterre, which prevented their getting off that place before the 11th of October. The passage into the harbour was extremely narrow, and well defended by batteries on both sides; a strong boom was laid across the entrance, at each end of which was moored (with chains) a seventy-four gun ship; within it were five ships, from seventy to sixty guns, with their broadsides to the sea, to defend the passage. There not being water sufficient to admit the ships of the first and second rates into the harbour, Sir George Rooke, and the other admirals, shifted their flags into smaller ones. Fifteen sail of English, and ten Dutch ships of war, with all the frigates, bomb-vessels, and fire-ships, were ordered to be ready to force the passage into the harbour, so soon as the troops which had been landed under the Duke of Ormond and Lord Shannon should make themselves masters of the batteries. This was fortunately accomplished much sooner, and with less resistance than could have been expected; from the misconduct of the Spanish governor, who indiscreetly sallied from the fort, and was repulsed; this gave the British grenadiers an opportunity of rushing in sword in hand, and instantly displayed the flag of their nation, which was no sooner perceived by the English squadron, than Vice Admiral Hopson*, in the *Torbay*, with a

* The queen, as a sense of her approbation of the conduct of the vice-admiral, conferred on him the honour of knighthood, with a pension of five hundred pounds per annum, and a reversion of three hundred pounds per annum to his widow.

prefs of sail ran against the boom, broke it, and was followed by the rest of the combined squadron. The Torbay was boarded by a fireship, and would have been destroyed, but for the uncommon exertions of her officers and crew; she was dreadfully shattered, and had one hundred and fifteen men killed and wounded. The Association and Barfleur, of ninety guns each, who were opposed to the batteries at the entrance of the harbour, suffered some damage, but their loss in men was very inconsiderable. Of the troops, only two lieutenants and thirty men were killed, and four superior officers wounded.

This proved a mortal blow to the naval power of France; the loss they sustained, was seventeen men of war, viz.

French ships burnt and run ashore.

Ships.		Guns.
Le Fort	-	76
L'Enflamme	-	64
Le Prudent	-	62
Le Solide	-	56
La Dauphine	-	46
L'Enterprenant		22
Le Choquente	-	8
		334

Le Favour, fire-ship.

Eight advice-boats.

Taken by the English and brought home.

Le Prompt	-	76
Le Firme	-	72
L'Esperance	-	70
L'Assuré	-	66
		284

Taken by the Dutch.

Le Bourbon	-	68
Le Superbe	-	70
La Sirene	-	60
Le Modere	-	56
Le Voluntaire	-	46
Le Triton	-	42
		342

Total ships 17, guns 960

Six

A.D. 1702 Six galleons were taken by the English, and five by the Dutch, who sunk six. The galleons had on board twenty millions of pieces of eight, besides merchandize, which was thought of equal value. Of the silver, fourteen millions were saved, of the goods about five. Four millions of plate were destroyed, with ten millions of merchandize; and about two millions in silver and five in goods were brought away by the English and Dutch.

Soon after the action Sir Cloudesley Shovel, who had been sent out with a squadron to intercept the galleons, joined Sir George Rooke. The admiral left him to complete the destruction of such French ships as were not in a condition to be brought off, and to bring home the prizes; a strong squadron was appointed for this service, and the admiral with the rest of the fleet returned to England.

On the 24th of June Commodore Leake sailed with a squadron for Newfoundland, to protect our own trade and to destroy that of the enemy. The Commodore executed his instructions with so much success, that by the end of October he had taken twenty-nine sail of French ships and burnt two; besides which he burnt and destroyed all the fishing-boats and stages, together with a fort in the island of St. Pierre. This service was considered of the greatest importance, as it completely ruined their fishery, and broke up that useful and extensive nursery for supplying the French navy with seamen.

On the 11th of July Vice-Admiral Benbow sailed from Jamaica with seven sail of men of war, in hopes to join Rear-Admiral Whetstone, who had been sent from England with a reinforcement, and to endeavour to intercept a French squadron which had sailed under M. Du Casse. The admiral on the 10th of August being off Donna Maria bay, received advice that Du Casse had sailed for Carthagen and Porto Bello. He instantly went in quest of him, and on the 19th in the evening discovered, off Santa Martha, ten sail of ships. On his nearer approach, he found the best part of them to be French men of war, four ships from sixty to seventy guns, one great Dutch ship of about thirty or forty, and another full of soldiers, the rest small ones and a sloop. They were steering along shore under their topsails. The admiral made the signal to form the line of battle ahead, and bore away under an easy sail, that those astern and to leeward might the more readily

readily get into their stations. It was the admiral's intention not to make the signal for battle until the Defiance, who led, had got abreast of the enemy's headmost ship. Before he reached that station, the Falmouth (which was in the rear) began to fire, as did also the Windsor and Defiance, and soon after the vice-admiral was engaged. After exchanging two or three broadsides, the Windsor and Defiance luff up to windward out of gun-shot, and left the admiral exposed to the fire of the two sternmost ships of the enemy, by whom he was very much gauled; neither did the ships in the rear come up to his assistance with that alacrity which they ought to have done. The action continued from four o'clock until night, and though they then ceased firing, yet the admiral kept sight of them; and being of opinion that it might be better for the service, he gave out a new line of battle, and to lead himself on both tacks*.

On the 20th, at day-break, he found himself close to the enemy, with only the Ruby near enough to support him, the rest of his squadron lying four or five miles astern. The brave Benbow, not intimidated by the cowardly conduct of those who had so shamefully deserted him, pursued the enemy, who were using every effort to escape. The Ruby was so much shattered that he was obliged to order her to Port Royal. On the morning of the 24th, he got up with their sternmost ships, and though he received but little assistance from the other ships, yet he brought them to close action. In the midst of the battle the admiral's right leg was shattered by a shot, and he was carried down; but he soon after ordered his cradle on the quarter deck, where he continued giving his orders; and observing how little attention the captains paid to his signals, he directed captain Fogg, to send orders for them to keep the line and behave like men. Upon this Captain Kirby came on board the admiral, and told him, "that he had better desist; that the French were very

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Breda	70	— Vice-Admiral Benbow, Captain Fog
Defiance	64	— Captain Richard Kirby
Greenwich	54	— — — — Cooper Wade
Ruby	48	— — — — George Walton
Pendennis	48	— — — — Thomas Hudson
Windsor	60	— — — — John Constable
Falmouth	48	— — — — Samuel Vincent

" strong;

A.D. 1702 “strong; and that, from what was past, he might guess
 “he could make nothing of it.” This expression Kirby did not deny having made at his trial. The admiral sent for the other captains of his squadron, and finding the majority concurred in the opinion of Kirby, he thought proper to return with the squadron to Jamaica. Here the admiral was joined by Rear-Admiral Whetstone, to whom he issued a commission to assemble a court-martial for the trial of those captains who had so shamefully deserted him in battle. The captains, Kirby and Constable, were the first tried: the former was accused of cowardice, breach of orders, and neglect of duty; these crimes being fully proved, he was condemned to be shot. The latter was acquitted of cowardice; but the other charges being fully proved, he was sentenced to be cashiered and imprisoned during her majesty’s pleasure. Captain Wade was the next tried under the same charges with Kirby, which being proved; and that he was also drunk the whole time of the action, he was condemned to be shot. Captain Hudson died a few days previous to his trial, by which he escaped the fate of his associates. The Captains, Vincent and Fogg, were tried for having, at the persuasion of Kirby, signed a paper not to fight the French. The fact was proved; but the admiral declaring, that although they had been misled by Kirby, still they behaved very gallantly during the action: this had so much weight with the court that they mitigated the sentence; but for the sake of discipline it thought proper to suspend them, until the lord high admiral’s pleasure should be known.

On the 4th of November Vice-Admiral Benbow died of the wounds he had received in the battle.

Previous to the admiral’s death he received the following letter from the French admiral, which proves the little prospect he had of escaping, viz.

“SIR,
 “I had little hopes, on Monday last, but to have
 “supped in your cabin; but it pleased God to order it
 “otherwise; I am thankful for it. As for those cowardly
 “captains who deserted you, hang them up; for by G—
 “they deserve it.

“Your’s,

“DU CASSE.”

In

In the summer of this year Commodore Beaumont A.D. 1702
cruized with a squadron of English and Dutch ships off
Dunkirk, to block up M. Pontis, who, at the death of Du
Bart, succeeded to the command of the French squadron in
that port.

The parliament voted 40,000 seamen for the service of
the ensuing year; and to defray the expences of the navy
3,517,957l. 7s. 2d.

On the 16th of April the Bristol arrived at Plymouth 1703
from the West-Indies, having on board the captains of
Admiral Benbow's squadron, who were condemned to be
shot for their misconduct in the action with M. Du Casse.
A death warrant had been sent to all the western ports,
previous to their arrival; and the sentence was executed
without delay on board the ship which brought them home.
The firmness of mind and courage they shewed at their
execution prove evidently that they were actuated by no
other principle than disaffection to the admiral.

In the preceding year Sir George Rooke had detached
from the Mediterranean Captain Hovenden Walker with
six sail of third rate men of war and some transports for the
leeward islands. He arrived at Antigua early in February,
and being joined by a reinforcement of troops under Co-
lonel Codrington, proceeded to make a descent on the
island of Guadaloupe; where they razed the fortifications,
burnt the town to the ground, carried the best of the artil-
lery on board, and with a very great booty embarked with-
out the loss of a man.

On the death of Vice-Admiral Benbow, the command
of the fleet at Jamaica devolved on Rear-Admiral Whet-
stone, who cruized with some success against the enemy,
When the news of the admiral's death reached England,
Vice-Admiral Grayden was sent out with three sail of the
line; besides these the Montagu of 60, and Nonsuch of
50 guns were ordered to see him one hundred and fifty
leagues to the westward. About the middle of March the
vice-admiral sailed from Plymouth, and on the 18th dis-
covered four French men of war to leeward, viz. two of
sixty, one of fifty, and another of forty guns. The Mon-
tague bore down and brought the last to action. Upon
which the admiral threw out the signal for the line of bat-
tle and called off the Montague, continuing to pursue his
course; and though a few shot were exchanged, yet he
suffered

A.D. 1703 suffered the enemy to escape, whose ships were extremely foul, being part of Du Casse's squadron who had engaged admiral Benbow in the West-Indies. On the 12th of May he arrived at Barbadoes, and proceeded from thence to Jamaica. The first thing he did there was to call a survey of the ships under his command, which proved to be very defective. This, together with some differences that arose between him and some of the principal planters in the island, determined the admiral to return home. Accordingly, having left some ships for the protection of the trade, he sailed with the rest. On the admiral's arrival in England, either from his own misconduct or a combination of unlucky circumstances, he was dismissed from her majesty's service by a vote of the house of commons.

Early in the summer of this year the grand fleet, under the command of Admiral Sir George Rooke, cruized in the Soundings for the protection of the trade. During the cruize a French ship of war of thirty-six guns, an East-Indiaman, worth 100,000*l.* and several West-Indiamen were taken. On the admiral's return into port, he found his health so much impaired that he resigned the command.

Sir Cloudesley Shovel was appointed his successor, and on the 1st day of July sailed from St. Helens with the combined fleet, consisting of thirty-five English and twelve Dutch ships of the line. The admiral had under him Vice-Admiral Leake, Rear-Admiral Bing, and Sir Stafford Fairborne, with three Dutch admirals. The fleet proceeded to Lisbon and the Mediterranean with upwards of two hundred and thirty sail of merchantmen under its convoy. Having escorted the trade in safety to its place of destination, the admiral put into Leghorn to water and refit; from thence he detached Rear-Admiral Bing to Algiers, and sent Captain Swanton to Tunis and Tripoli, to renew the peace with those piratical states. The chief object of this expedition was to assist the Cevenois, inhabitants of the province of Languedoc, who being protestants, had been persecuted into a revolt, and implored the assistance of the maritime powers. Sir Cloudesley Shovel finding every attempt to give them succour ineffectual returned to England. On the 16th of November, the fleet being off the Isle of Wight, the Orford, Warspight, and Litchfield gave chase to a French man of war,
and

and at eight o'clock at night began to engage her; the action continued till two in the morning, when the Frenchman struck. She proved to be the Hazardous of fifty guns, and three hundred and seventy men, commanded by M. de la Rue. A. D. 1703

During the absence of the grand fleet, intelligence was received that a considerable fleet of French merchantmen with their convoy were in Concalles bay. Orders were therefore sent to Rear-Admiral Dilkes, who was then at Spithead with a small squadron to sail immediately in pursuit of them, which he did on the 22d of July. After taking on board pilots from Jersey, he stood over to the coast of France, and at day-light on the 26th he discovered the enemy at anchor about a league to the westward of Granville; upon his approach they got under sail and stood in for the shore. The rear-admiral pursued them as far into the bay as the pilots would venture. This convoy consisted of forty three merchantmen and three men of war. The ships of war stood into the bay as far as the depth of water would permit; the admiral then ordered the boats of the fleet to be manned and sent to attack the enemy; by noon fifteen sail were taken, six burnt, and three sunk; the rest by this time had got into too shoal water for the large ships to approach sufficiently near to cover the boats; whereupon, on the 27th in the morning, it was resolved, at a council of war, that two frigates, two fireships, and all the boats of the squadron should go in to destroy them. To encourage the enterprize the admiral undertook this service in person, which he most effectually executed. Two of the men of war were burnt, one of eighteen, the other of fourteen guns, another of eight was taken. Seventeen more of the merchant ships were burnt or destroyed, so that only four escaped.

For this signal service the queen ordered gold medals to be struck, and presented to the admiral and all his officers.

On the 26th of November, about eleven at night, a most violent storm arose from the west south-west, attended with dreadful flashes of lightning and peals of thunder. It continued with unabating fury until about seven the next morning. In this furious storm perished thirteen sail of men of war, and one thousand five hundred and nineteen seamen were drowned; amongst whom was Rear-Admiral

A. D. Beaumont, who was at anchor in the Downs, where his
1703 ship foundered*.

The mischief done in London was computed at not less

* The following is the best account that can be given of the particulars of this great loss :

The Reserve, a fourth rate, Captain John Anderson, lost at Yarmouth. The captain, the surgeon, the clerk, and 44 men saved; the rest of the crew drowned, being 175.

The Vanguard, a second rate, sunk in Chatham harbour, with neither guns nor men in her.

The Northumberland, a third rate, Captain Greenway, lost on the Goodwin sands; all her company was lost, being 220 men, including 24 marines.

The Stirling Castle, a third rate, Captain Johnson, on the Goodwin sands, 70 men, of which were four marine officers, saved, the rest were drowned, being 206.

The Mary, a fourth rate, Rear-Admiral Beaumont, Captain Edward Hopson, on the Goodwin sands, the captain and purser ashore; one man, whose name was Thomas Atkins, saved; the rest, to the number of 269, with the rear-admiral drowned. The escape of this Atkins was very remarkable. He saw the rear-admiral, when the ship was breaking, get upon a piece of her quarter-deck, from which he was soon washed off; and about the same time Atkins was tossed by a wave into the Stirling Castle, which sinking soon after, he was thrown the third man into her boat, by a wave which washed him from the wreck.

The York, a fourth rate, Captain Smith, lost at Harwich; all her men saved except four.

The Mortar bomb, a fifth rate, Captain Raymond, on the Goodwin sands; all her company lost, being 65.

The Eagle, advice boat, a sixth rate, Captain Bostock, lost on the coast of Sussex; all her company, being 45, saved.

The Resolution, a third rate, Captain Leslie, on the coast of Sussex; all her company, being 221, saved.

The Litchfield prize, a fifth rate, Captain Chamberlain, on the coast of Sussex; all her company, being 108, saved.

The Newcastle, a fourth rate, Captain Carter, lost at Spithead; the carpenter and 39 men saved, and the rest, being 193, drowned.

The Vesuvius fireship, a fifth rate, Captain Padden, at Spithead; all her company, being 58, saved.

The Restoration, a third rate, Captain Emmes, on the Goodwin sands; 387 men, not one saved.

Sir Cloudesley Shovel was lying in the Downs with several large ships, which were all in the utmost danger; he cut his mainmast by the board, which saved the ship from running on the Galloper of the breach, of which she was then in view. Sir Stafford Fairborne had his flag, as vice-admiral of the red, flying in the Association, in which he was driven, first to Gottenburgh, and then to Copenhagen, from whence he did not get home till the next year. The Revenge was forced from her anchors, and with much-ado, after driving some time on the coast of Holland, got into the river Medway; the Ruffel, Captain Townsend, was forced over to Holland; and the Dorset, Captain Edward Whitaker, after striking thrice on the Galloper, drove a fortnight at sea, and then got safe to the Nore. Campbell's Lives of the Admirals, vol. 3. page 45.

than

than a million, and the city of Bristol suffered upwards of one hundred and fifty thousand pounds. The Eddystone light-house was blown down and entirely destroyed. A public fast was observed with great solemnity, and an order in council appeared in the Gazettes for the payment of the bounties, and advanced wages to the families of such officers and seamen as had perished in the storm, in the same manner as if they had been killed in battle. A.D. 1703

The house of commons also addressed her majesty upon this melancholy occasion, desiring her to give immediate directions for repairing this loss, and to build such capital ships as she should think fit, and promised to make good the expence at their next meeting.

In the month of October Sir George Rooke was sent with a fleet to Holland, in order to escort Charles Duke of Austria to Lisbon, who had been declared King of Spain by his father the Emperor, and acknowledged as such by the allies.

The Dutch fleet not being ready, the admiral was detained for some time in the Maese, and then the great storm occasioned a new delay, as several of the ships were much shattered by it; at length, on the 23d of December, the prince embarked for England, and arrived at Spithead on the 26th of the same month.

On the 5th of January the fleet, under Sir George Rooke, sailed from Spithead to convoy the Archduke Charles of Austria to Lisbon. When the admiral had nearly reached Cape Finisterre, a violent storm arose which dispersed the fleet, and drove them back into the channel. A continuance of tempestuous weather prevented the admiral from sailing before the 12th of February, and on the 25th of the same month he arrived at Lisbon. Previous to the landing of the King of Spain, a dispute arose respecting the ceremony of the flag; which, considering the negotiations at that time pending, might have been attended with serious consequences. The circumstance was as follows, viz. The King of Portugal required that on his coming on board the admiral's ship in his barge of state, and striking his standard, the English flag might be struck at the same time; and that when his catholic majesty, with himself, should go off from the ship, his standard might be hoisted, and the admiral's flag continued struck until they were on shore. This proposition was made from the King 1704

A. D. of Portugal, by the King of Spain; to which the admiral
 1704 replied, that his majesty, so long as he should be on board,
 might command the flag to be struck when he pleased;
 but that whenever he left the ship, he was himself admiral,
 and obliged to execute his commission by immediately
 hoisting his flag. This, and some other reasons, satisfied
 the King of Spain, as well as his Portuguese Majesty; so
 that the flag of England was no longer struck than the
 standard of Portugal*.

Two days after, in compliance of the resolutions of a
 council of war, the admiral dispatched Rear-Admiral
 Dilkes with a squadron of ships of war†, to cruize off
 cape Spartel. On the 12th of March he discovered four
 sail standing to the N. E. After a short chase and a brisk
 running fight, in which the enemy had many men killed,
 three of them struck‡. Two were galleon men of war,
 from St. Sebastian's, bound to Cadiz, laden with naval and
 military stores, commanded by Don Diego Bieuna, who
 had a commission as commodore over all the West-India
 fleet.

Not long after Sir George Rooke had sailed, the British
 court received intelligence that the French were very busy
 in equipping a powerful fleet at Brest. Orders were there-
 fore immediately given to fit out a strong fleet, the com-
 mand of which was given to Sir Cloudesley Shovel, ad-
 miral of the white, who had under him Sir Stafford Fair-
 borne, vice-admiral of the red, and George Bing, Esq.
 rear-admiral of the same squadron. The admiral was in-
 structed to look into Brest, and if he found the French
 fleet had sailed, he was instantly to proceed and join Sir
 George Rooke. On the 16th of June this junction was
 effected off Lagos. On the 17th day of July it was re-
 solved, in a council of war held in Tetuan road, to make
 a sudden and vigorous attack upon Gibraltar. On the 21st

* Campbell's Lives of the Admirals, vol. 3. page 59.

	<i>Ships.</i>		<i>Guns.</i>
†	Kent	-	70
	Bedford	-	70
	Suffolk	-	70
	Antelope	-	60
	Panther	-	60

† Porta Cæli 60
 † St. Theresa 60 (lost going into Lisbon, most of the crew saved.)
 Ship - 24

the fleet entered the bay, and in order to cut off all communication between the Rock and the Continent, the Prince of Hesse was directly landed on the Isthmus with 1800 marines. His highness having taken post there, summoned the governor to surrender the fort, who answered that he would defend the place to the last. At day-light on the 22d the signal was made to cannonade the town, and in five hours the enemy were driven from the batteries on the New Mole, which the admiral no sooner observed, than he ordered all the boats of the fleet to be manned and armed, and to proceed under the command of Captains Hicks and Jumper to take possession of the fort, which they effected with great bravery, but not without sustaining a considerable loss. The Spaniards, on their landing sprang a mine. By this dreadful accident, two lieutenants and forty men were killed, and sixty wounded. This disaster did not prevent the English from taking possession of the grand platform, where they remained until reinforced by a body of seamen, under Captain Whitaker; they then carried by storm, a redoubt between the New Mole and the town, upon which the admiral sent in a letter to the governor, who on the 24th capitulated, and the Prince of Hesse took possession of the place.

In this enterprize only two lieutenants, one master, and fifty-seven men were killed; and two hundred and sixteen wounded, among whom were one captain and seven lieutenants.

The ships which were ordered to cannonade the fort were commanded by Rear-Admiral Bing, and the Dutch Admiral Vanderdussen*.

<i>English Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Monmouth - -	66 -	Captain Barker
Suffolk - -	70 -	Kirton
Essex - -	70 -	Hubbard
Ranelagh - -	80 -	Rear-admiral Bing
Grafton - -	70 -	Captain Sir Andrew Leake
Nottingham - -	70 -	Captain Whitaker
Montague - -	60 -	Cleaveland
Kingston - -	60 -	Acton
Nassau - -	60 -	Dove
Swiftsure - -	70 -	Winn
Berwick - -	70 -	Fairfax
Eagle - -	70 -	Lord Hamilton
Lenox - -	70 -	Captain Jumper
Yarmouth - -	70 -	Hicks
And six Dutch ships.		

A.D. 1704 Sir George Rooke leaving the Prince of Hesse, with as many men as he could spare to garrison Gibraltar, sailed with the fleet to take in wood and water at Tetuan.

On the 9th of August the admiral sailed from thence up the Mediterranean in quest of the French fleet, commanded by the Count de Toulouse. On the 13th he discovered it off Malaga. At ten o'clock in the morning, Sir George Rooke bore down with the combined fleet*, in order of battle, and soon after the engagement began, which continued with unabating fury until two in the afternoon, when the enemy's van gave way, and was towed to leeward by their gallies. The action was maintained till night, when their whole fleet bore away. During the night the wind shifted, which brought the enemy to windward; the two following days Sir George Rooke endeavoured to force the enemy to battle, but they as cautiously avoided it, and at last bore away for Toulon.

The loss sustained by the English in this action amounted to six hundred and ninety one men, including two captains and two lieutenants. Five captains, thirteen lieutenants, and 1618 men wounded.

The Dutch had four hundred men killed and wounded.

The French were still greater sufferers, their loss was one rear-admiral, five captains, six lieutenants, five ensigns, and about 3048 men; the Count de Toulouse, and a great number were wounded.

After this action Sir George Rooke sailed for Gibraltar, to refit the disabled ships; he continued there eight days, and having left a supply of ammunition, &c. at that fortress, he proceeded to England, leaving Sir John Leake, with a squadron, to command in the Mediterranean.

The Spaniards, in the month of October, having formed a plan for the attack of Gibraltar, the Prince of Hesse applied to Sir John Leake, who was then at Lisbon with the fleet, for succour. On the 25th of that month the admiral sailed to its relief, and on the 29th entered the bay, where he surprised and took three French Frigates, a fire-ship, corvette, and store-ship, laden with warlike stores†. The English fleet arrived very opportunely, as the Spaniards had actually intended to have stormed the fort that night.

* Appendix, Chap. II. No. 6.

† One frigate of forty two, one of thirty, one of twenty-four, and a corvette of fourteen guns.

Sir John Leake remained in Gibraltar Bay for its protection, until he received advice that a strong squadron had collected at Cadiz. The admiral then put to sea, and cruized for the protection of any succours that might be expected from Lisbon for that place. Early in December the Antelope and Newcastle arrived with a fleet of transports, on board of which was a reinforcement of two thousand troops for the garrison. These ships fell in with a French squadron off Cape Spartal, consisting of twenty-four sail of men of war, under the command of M. Pontis. The British convoy escaped under cover of the night. The arrival of these succours made it no longer necessary for the fleet to remain either in the bay, or on the coast, which by long service was become in a very bad condition; it was therefore resolved, in a council of war, to sail for Lisbon, to refit, where the admiral arrived the latter end of the month.

Admiral Sir George Rooke, chiefly from political discussions, quitted the naval service.

The sum of 10,000*l.* was voted by parliament, for the building a wharf and store-houses in the dock-yard at Portsmouth.

Seamen voted for the service of the ensuing year 40,000, including 8,000 marines.

The sum of 100,000*l.* was voted for the ordinary of the navy, and 40,000*l.* for the ordnance for sea service.

On the 1st of December, the commissioners for Greenwich Hospital having represented to the lord high admiral, that it was prepared and ready for the reception of men, his Royal Highness Prince George of Denmark, previous to their admission, appointed by warrant the following officers.

A lieutenant-governor.

A captain.

A first-lieutenant.

A second-lieutenant.

A physician.

A surgeon.

A steward.

A cook.

A butler's mate.

Four nurses.

A.D. In the month of January 1705 his royal highness appointed
1705 two chaplains and a third lieutenant.

Since this time the following officers, in addition have been appointed.

In 1708. The first master and governor.

1736. A second captain.

1738. A fourth lieutenant.

1748. A fifth and sixth lieutenant.

1756. A third captain.

1766. A seventh and eighth lieutenant.

1767. A fourth captain*.

Upon the resignation of Sir George Rooke, Sir Cloudefley Shovel was appointed vice-admiral of England, and admiral and commander in chief of the fleet; Sir John Leake vice-admiral of the white, Sir George Bing of the blue; Sir Thomas Dilkes rear-admiral of the red; William Whitstone, Esq. rear-admiral of the white, and Sir John Jennings rear-admiral of the blue.

Towards the latter end of January Sir George Bing sailed with a small squadron, to see the outward-bound trade clear of the channel, and then to cruize in the foundings. He stationed his cruizers in so judicious a manner, that they not only effectually protected the trade, but greatly annoyed that of the enemy; and were so fortunate as to capture a frigate of forty-four guns, twelve sail of large privateers, and seven merchant ships very richly laden, most of them from the West Indies†. This gave such a check to the spirit of privateering in France, that they were afraid to venture into the Channel the remainder of the year.

The fate of Gibraltar began to be very alarming; it was not only closely besieged by a large French and Spanish army, but the bay was blocked up by a strong French squadron, under the Baron de Pontis. The Prince of Hesse dispatched an express to Sir John Leake, at Lisbon, to inform him of his situation, and to desire his imme-

* Appendix.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>
† Thetis, frigate	44	250	Beringhen	24	160
PRIVATEERS			Sanspareil	20	135
Desmaria	36	240	Minerve	16	92
Philipo	32	220	Marveilleux	14	85
Constable	30	210	Post-boy	10	70
Voler	28	210	Bonaventure	10	70
Royal	26	200	Admirable	12	75
					diate

diate assistance. Just at this time Sir Thomas Dilkes arrived from England with five third rate men of war, and a body of troops. Thus reinforced, on the 6th of March, the vice-admiral sailed from Lisbon, and early in the morning of the 10th, being close in with Cabaretta Point, five sail of the line were observed standing out of the bay. The admiral immediately gave chase, and before one in the afternoon, the whole were either taken or destroyed*. The remainder of the French squadron had been blown from their anchors a few days previous to this, in a strong gale of wind, and had taken shelter in Malaga Roads; but hearing the report of the guns, they slipped their cables, and made the best of their way for Toulon.

The grand fleet was put under the joint command of the Earl of Peterborough and Sir Cloudefley Shovel; it consisted of twenty-nine sail of the line, besides frigates, fireships, bombs, &c. These commanders received orders to proceed into the Mediterranean. On the 11th of June they arrived in the river Tagus, where they found Sir John Leake and his squadron, also the Dutch Admiral Allemandes. On the 15th it was resolved, in a council of war, to put to sea with the combined fleets, then amounting to forty-eight sail of the line, and to cruize between Cape Spartel and the Bay of Cadiz, to prevent a junction of the Toulon and Brest squadrons. On the 22d the fleet returned to the Tagus; and on the 28th of July, King Charles III. of Spain, embarked on board the Ranelagh, and the fleet sailed into the Mediterranean. On the 11th of August they anchored in the Bay of Altea, where it was determined to proceed to the attack of Barcelona. The next day the fleet appeared before that city. The troops were immediately debarked under the command of the Prince of Hesse, and Earl of Peterborough. The ships of war were ordered in shore to co-operate with the army, and to bombard and cannonade the town, which held out until the 23d of September, when the governor desired to capitulate. The season being far advanced, it was resolved in a council of war, that Sir

<i>Ships.</i>	<i>Guns.</i>		
* Lilly	86		
Magnanime	74	Baron de Pontis	} run ashore and lost.
Ardent	66		
Marquis	56		
Arrogant	60	taken.	

Cloudefley

A. D. 1705 Cloudesley Shovel should proceed to England with part of the fleet, and the rest to be left in the Mediterranean, under the command of Sir John Leake. In pursuance of this resolution, Sir Cloudesley Shovel, with nineteen sail of the line, and part of the Dutch fleet passed the Straits on the 16th of October, and arrived at Spithead on the 26th of November following.

In spite of the vigilance of Sir Thomas Dilkes, who was cruising with a squadron off Dunkirk, the Count de St. Paul contrived to slip out of that port, with five sail of French men of war, and as many privateers; he was likewise joined at sea by some other privateers. On the 20th of October St. Paul fell in with the English Baltic fleet, escorted by three men of war, which after a most gallant defence, were captured, together with the twelve merchantmen their convoy. The Count de St. Paul was killed in the action. It is related that when this news was told to Louis XIV. he said, "Very well, I wish they were all safe in an English port, if that would restore me Mons. de St. Paul."

The Elizabeth, Captain Cross, was taken by the French in the Channel, after a short resistance. On the 25th of August, he was tried by a court martial on board the Triumph; Sir George Bing sat as president. It appeared that he shewed the utmost signs of fear, which intimidated the men, and that if he had behaved as he ought to have done, the enemy might have been repulsed, and the ship saved. He offered several things in his defence, such as that his surgeon was sick, and many of the men were drunk and would not do their duty; but upon a full hearing, he was declared guilty of neglect of duty, and sentenced to be cashiered, forfeit all the arrears due to him, and to remain a prisoner for life; the latter part of the sentence was mitigated.

Early in the spring Rear Admiral Sir William Whitstone was sent to the West Indies with seven sail of men of war, and arrived at Jamaica on the 17th of May. Soon after the admiral received intelligence that a squadron of the enemy's ships was on the coast of Hispaniola, and that several rich ships were expected shortly to sail from New Spain. Upon this he put to sea, and cruized for some time off Carthagená, in hopes of intercepting them; but not meeting with any other success than taking a French ship from the coast of Guinea,

Guinea, mounting forty six guns, and destroying two or three privateers, the admiral returned to Jamaica to refit, leaving the Montague of sixty guns, to cruize off Hispaniola, where she fell in with two French ships of war, one of forty-eight guns, the other of thirty-six. The captain of the Montague bravely bore down, and engaged both of them until night, when they sheered off. The next morning they were still in fight; the captain gave orders to chase and renew the action; but the officers and men refusing to obey, he was compelled to relinquish the pursuit, and return to Jamaica. On his arrival he complained to the admiral, and brought the whole affair under the examination of a court martial, to whom it fully appeared, that he had done his duty to the utmost of his power, and he was thereupon honourably acquitted, but as for his officers they were broke, and some of the seamen severely punished*. Immediately on the arrival of the Montague, the admiral sent the Bristol and Folkestone in quest of these French ships; they fell in with them, and the vessels under their convoy; but the captains, although they had it in their power to attack the men of war, preferred seizing the merchantmen, and suffered the ships of war to escape; for which scandalous behaviour, Captain Anderson, the senior officer, on his return to Jamaica, was tried by a court-martial, and dismissed the service.

The Eddystone light-house which had been blown down, was rebuilt by act of parliament, and the contribution from the English shipping, which had before been voluntary, was fixed by its authority.

For the service of the ensuing year, forty thousand seamen were voted, including marines.

	£.	s.	d.
For the ordinary of the navy - -	120,000	0	0
For the ordnance at Portsmouth -	10,000	0	0
For ordnance stores and carriages for } the eight new ships building -	18,298	17	0½

In the spring session of parliament many acts were passed for the more speedily and better manning the fleet, viz. 1706

1st, That in order to man the navy for this year, the justices of the peace, and other civil magistrates, be em-

* It is to be regretted, that the name of this brave officer should not have been handed down to posterity.

A. D. 1706 powered and directed to make search after seamen that lay concealed.

2d, That the said justices and civil magistrates cause such seamen, when found, to be delivered to such persons as should be appointed to receive them.

3d, That a penalty be laid on such persons as should presume to conceal them.

4th, That a reward be given to such persons who shall discover and take up such hidden seamen.

5th, That conduct-money be allowed.

6th, That seamen being turned over from one ship to another shall receive the wages due on a former ship.

7th, That able-bodied landmen be raised for the sea service.

A proclamation was also published for the better putting in execution the above act of parliament.

Sir John Leake, while refitting the English and Dutch fleets in the Tagus, received intelligence, that the galleons fitting at Cadiz for the West-Indies were nearly ready for sea. An embargo was laid upon all ships from sailing out of the river to prevent intelligence reaching the enemy of the motions of the English fleet, and the greatest expedition was made for its being got in a state to sail. On the 24th of February Sir John Leake got under weigh; but when he arrived abreast of St. Julian's castle, several shot were fired at him, and he was obliged to anchor. Upon enquiring the reason of this extraordinary conduct, the governor pretended that it was done in pursuance of the order of embargo. This caused a considerable delay, so that the admiral did not arrive off Cadiz before the 28th, when, to his great mortification, he learnt that the galleons had sailed the preceding day with a strong gale from the east. He instantly crowded sail after them; but finding that there was no prospect of overtaking them, he gave up the pursuit, and proceeded with the fleet into the Mediterranean. It was the middle of March before the admiral arrived in Gibraltar bay; when he received intelligence that the count de Toulouse had appeared before Barcelona with a large squadron, in order to support M. Tessé, who had marched to attack it with a numerous army. Sir John Leake having been joined by six English, and as many Dutch men of war, in the beginning of April sailed for the relief of Barcelona, with thirty sail of the line. On the 18th

18th he arrived in Altea bay, where he was joined by Sir George Bing and Commodore Walker. On the 26th the Earl of Peterborough came on board the St. George, and hoisted the union flag as admiral and commander in chief of the fleet. On the 27th they appeared before Barcelona, which so much alarmed the Count de Toulouse, that he abandoned his enterprize and sailed for Toulon; two days after M. Tessé raised the siege. Sir George Bing sailed to Alicant and soon reduced that place, and Carthagena also submitted. In the month of September Sir John Leake compelled the islands of Majorca, Ivica, and Palma, to acknowledge King Charles III. as their sovereign. This monarch, in a very handsome letter to Sir John Leake, professes himself extremely grateful for the essential services he had done him, and expressed the highest satisfaction as to his conduct on all occasions. On the 23d of September the admiral sailed for England; and on the 4th of October, after having passed the straits, he detached Sir George Bing with the winter squadron for Lisbon. On the 17th of the same month he arrived at Portsmouth.

Before we leave the Mediterranean, it will be necessary to relate an action of some merit. On the 19th of April the Resolution, of 70 guns, commanded by Captain Mordant, son to the Earl of Peterborough, who, with his catholic majesty's envoy to the Duke of Savoy, were on board on their passage to Genoa, was chased by six large French ships of war. To avoid being taken the earl and envoy went on board the Milford frigate, which was in company, and made their escape into Ongelia. The Resolution had been much shattered a few days before in a heavy gale of wind, and being at no time a fast sailer, the enemy's ships soon got within shot of her. Notwithstanding the great disparity in force, Captain Mordant made a brave and gallant defence till three o'clock in the afternoon, when, by the advice of his officers, he ran the ship ashore, under the guns of a Genoese fort, from which he received no manner of protection. At half past four Captain Mordant was wounded in the thigh and carried on shore. At five the French commodore sent in all the boats of his squadron under cover of a seventy gun ship, to board the Resolution; but the enemy were repulsed, and obliged to retire to their ships. The next morning a French 80 gun ship, brought up under the Resolution's stern, with

A.D. 1706 with a spring on her cable, and began to open a heavy fire upon her. The officers finding there was no prospect of saving the ship, and the water being up to the gun-deck, it was determined, with the consent of Captain Mordaunt, to set her on fire, which was accordingly done, and she was soon consumed. The officers and crew got safe on shore.

On the 19th of June Vice-Admiral Sir Stafford Fairborne, with a small squadron of men of war, bombarded Ostend, and obliged the governor on the 25th to capitulate.

In the month of August Sir Cloudesley Shovel sailed with the grand fleet to Lisbon. Whilst here the admiral appointed some of his ships to cruize, which in passing down the river were fired at from the forts. Greatly incensed at this outrage, Sir Cloudesley Shovel complained to the Portuguese ministry, who advanced in excuse, that the mistake originated in the governor, who had orders to fire at and detain a Genoese ship, whose master had not paid the port charges. This excuse was not admitted by the admiral, who was well informed that the ship alluded to was then lying at Lisbon, and not in a condition to sail; he then gave them to understand that if ever such an insult was again offered to the English flag, he would not stay for orders from his mistress, but take satisfaction from the mouth of his cannon.

About the middle of December Captain Coney in the Romney stood in to Malaga roads, and cut out a French ship of sixteen guns, which was lying under the fort. On the 26th of the same month he gave chase to the Content, a French ship of sixty-four guns, which for protection ran under the cannon of a small fort, about eight leagues to the westward of Almeria bay. Captain Coney being now joined by the Milford and Fowey, stood in and anchored close to the French ship; they engaged her very briskly for two hours, when she took fire, and soon after blew up, by which most of her crew perished.

In the West-Indies, the French attacked the islands of St. Christopher's and Nevis; at the first they were repulsed, but obliged the governor of Nevis to capitulate, who with the inhabitants ransomed the island for one thousand four hundred negroes, or one hundred and forty thousand pieces of eight. When the French retired from the island, they plundered the inhabitants and carried off a great number of

of negroes. Soon after Commodore Kerr arrived with a considerable force at the Leeward islands, and having released the British settlers from their oppressors, he failed to join Rear-Admiral Whetstone at Jamaica. A.D. 1706

Towards the latter end of July the commodore arrived at Port Royal. The admiral's force being considerably augmented, it was resolved to proceed to Carthagena, where they knew the galleons were lying. On the 8th of August Sir William Whetstone sailed from Jamaica. On the 18th he appeared before that place, and sent in a packet to the governor, desiring him to acknowledge Charles III. King of Spain. At first he gave evasive answers; but being closely pressed, he declared he knew no sovereign but Philip V. and that no other he would obey. The admiral was for attempting to burn fourteen galleons which were lying close to the city; but the pilots unanimously declared, that any such design would be found impracticable without being first in possession of Boca Chica castle and the other forts, that it would be even then doubtful whether there would be water enough for the large ships to go in.

The admiral, much chagrined at the failure of this expedition, returned to Jamaica, and in October sailed for England with the trade, leaving Commodore Kerr with the command of the squadron. Sir William Whetstone arrived at Plymouth on the 23d of December.

This year is memorable for the union, which was established between the kingdoms of England and Scotland, which were united, on the 22d of July, under the title of Great Britain.

In the month of January, Captain Cony in the Romney captured the Mercury, a French ship of war, of forty-four guns. 1707

On the 1st of May, the trade to Portugal and the West-Indies sailed from the Downs, under convoy of three sail of the line*. The next day they were attacked by a French squadron from Dunkirk, under the command of Monsieur Fourbin, consisting of ten sail of the line, one frigate, and four large privateers. Captain Wilde, who was the senior

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Royal Oak	74	Captain Baron Wilde
Hampton Court	70	Clements
Grafton	70	Aſton
VOL. I.	K	officer,

A.D. 1707 officer, drew five of the stoutest merchantmen into the line, and fought bravely for two hours and a half. Many officers and men were killed on both sides, and the ships very much shattered in their hulls, masts, and rigging. Captain Acton of the Grafton was killed, and Captain Clements of the Hampton Court received a wound, of which he afterwards died. These two ships were obliged to strike. Captain Wilde finding himself hard pressed by three of the line of battle ships, and having eleven feet water in the hold, came to the resolution of running the ship on shore under Dungeness: from whence she was soon after got off and taken into the Downs. During the engagement the small men of war and privateers took twenty-two merchantmen, which they carried with the two men of war into Dunkirk. It is related, that while the enemy were plundering the Hampton Court, a midshipman conveyed Captain Clements, who was mortally wounded in the belly, into the long boat, into which himself with seven of the sailors crept through the ports, and cut the boat adrift, concealing themselves under the thwarts, until they were out of reach of the ships, when they took to the oars and got safe into Rye harbour.

M. Forbin was further successful in his depredations on the English trade. In the month of July he captured fifteen sail of merchant vessels coming from the Baltic, under the convoy of Captain Haddock, who escaped with the remainder into Archangel.

In the month of August the squadron on the Newfoundland station, completely destroyed the French fishery, both on the banks and coast of that island; and four large ships armed for war were taken and burnt*.

On the 27th of the same month Sir Thomas Hardy was appointed to sail with the Lisbon fleet, and to see it safe out of the Soundings. When he was about one hundred leagues to the westward of the Lizard, six French men of

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Falkland	50 ---	Captain John Underwood
Nonfuch	48 ---	John Carlton
Medway	---	Richard Hughes

French ships taken or destroyed.

Ship of 32 guns	} burnt
Ship of 20	
— of 20	} taken
— of 20	

war

war* appeared in fight in the rear of the convoy, to which he gave chase. The admiral finding he gained but little on the enemy, and the night approaching, a council was called, in which fourteen captains gave it as their opinion, that the admiral should give over the chase, and bear away to protect the convoy. For this conduct Sir Thomas Hardy, on his return to England, was brought to a court-martial and honourably acquitted†.

In the Mediterranean Sir Cloudesley Shovel sailed to Toulon, in order to succour and assist the Duke of Savoy and Prince Eugene, who had closely invested that place. On the 4th of August the French made a most vigorous and successful sally, which compelled the confederate army to raise the siege. France by this fortunate event saved the greater part of her marine from destruction, having at this time in the harbour of Toulon forty-six sail of the line, besides frigates and small vessels. During the siege eight of the large ships were destroyed with some of the store-houses in the arsenal‡.

* Squadron under M. Du Guay Trouin.

† Campbell's Lives of the Admirals, vol. 3. page 165.

‡ A list of the ships in Toulon harbour at the time of the siege.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Le Terrible	110	L'Eclatant	66
Le Foudroyant	104	L'Henry	66
Le Soleil Royal	102	L'Ecueil	64
L'Admirable	100	Le Toulouse	62
Le Triomphante	96	L'Eole	62
L'Orgueilleux	92	Le Serieux	60
Le ———	92	Le Content	60
Le St. Phillipe	90	Le St. Louis	60
Le Magnifique	90	Le Fendant	60
Le Tonnant	90	Le Vermandois	60
Le Sceptre	90	Le Temeraire	60
Le Couronne	86	Le Laurier	60
Le Vainqueur	86	Le Furieux	60
Le Monarque	84	Le Zelande	60
Le Pompeux	80	L'Entreprenant	58
L'Intrepide	80	Le Fleuron	56
Le Neptune	76	Le Trident	56
Le Parfait	76	Le Diamant	56
Le St. Esprit	70	Le Sage	54
Le Bizarre	70	Le Ruby	54
L'Invincible	70	Le Mercure	52
L'Heureux	68	Le Perle	50
Le Constant	68	La Medore	50

A.D. 1707 Sir Cloudesley Shovel felt great disappointment at the failure of this expedition. He assigned Sir Thomas Dilkes a squadron of thirteen sail of the line for the Mediterranean service, and sailed with the rest for England. On the 23d of October the admiral struck soundings in 90 fathoms, the wind then blowing strong from the S. S. W. with hazy weather, he brought the fleet to. At six in the evening he made sail again under his courses, whence, it is presumed, he believed he saw the Scilly light; soon after he made the signals of danger, as did several other ships. The Association struck upon the rocks, called the Bishop and his Clerks, (some accounts say the Gilston rocks) she instantly went to pieces, and every soul perished. The Eagle, Captain Hancock, of seventy guns, and the Romney, Captain Cony, of fifty, shared the same fate. The Firebrand fireship was lost; but Captain Piercy and twenty-four of her crew saved themselves in the boat. The Phoenix fireship, commanded by Captain Sansom, was driven ashore, but was fortunately got off again. Sir George Bing, in the Royal Anne, was saved by the presence of mind of the officers and men, who in a minute's time set her top-sails and weathered the rocks. Lord Dursley, in the St. George, actually struck upon the same rocks with the admiral, but happily got off. The body of Sir Cloudesley Shovel was the next day cast on shore, and stripped by some fishermen, who buried it in the sand; but it was afterwards discovered and brought to Plymouth, from whence it was conveyed to London, and interred in Westminster Abbey, where a magnificent monument is erected by Queen Anne to his memory.

On the 19th of November Rear-Admiral Sir Thomas Dilkes arrived in Leghorn roads, and demanded a salute of seventeen guns from the fort, which being refused, he wrote to the English envoy at the grand duke's court, who complained of the disrespect. The secretary of state sent him for answer, that the castle of Leghorn never gave the first salute to any flag under the degree of a vice-admiral; and as to the number of guns demanded, Sir Cloudesley Shovel, though admiral of the fleet of Great Britain, was content with eleven, and returned the same number. This dispute being adjusted, the admiral was invited to dine on shore, and dying a few days afterwards, it was believed by most people that he had been poisoned. Upon the de-
cease

cease of Rear-Admiral Dilkes, the command devolved on Captain Jasper Hickes, who sailed with the squadron to Lisbon to refit and wait the arrival of Sir John Leake. A. D. 1707

On the 10th of October the Lisbon and Mediterranean fleet, consisting of one hundred and thirty sail, under convoy of five ships of war*, fell in with and was chased off the Lizard by the French squadron, under the command of M. Forbin and Du Guay Trouin, consisting of twelve sail of the line. Captain Edwards made the signal for the convoy to proceed on its course, and drew the ships of war into the line of battle to receive the enemy. At noon M. du Guay and two other ships attacked the Cumberland, which, after an obstinate and bloody contest, was obliged to strike. The Chester and Ruby defended themselves with great bravery, till being overpowered by numbers, they were forced to submit. The Royal Oak made a vigorous resistance, and having set the French ship on fire which attacked her, got safe into Kinsale harbour. The Devonshire supported most nobly an unequal conflict against seven of the enemy's ships till the evening, when by some accident she took fire and blew up; out of seven hundred men only two escaped.

During the engagement the merchantmen crowded sail and arrived safe at Lisbon.

The Ludlow-castle, Captain Haddock, cruizing off the Longsand-head, fell in with the Nightingale and Squirrel, two French ships of war (formerly in the British navy), and each equal in force to the Ludlow-castle. At first the Frenchmen brought to, with a seeming resolution to engage; but when Captain Haddock had arrived within gun-shot, they bore away and made sail from him. At eleven, at night, the Ludlow-castle got alongside of the Nightingale, when she struck without firing a gun, the other escaped. Her commander was an English renegado, who had formerly commanded a sloop of war in her majesty's service, and was broke at a court-martial for irregular practices. A lieutenant, a midshipman, an Irish priest, and a

<i>Ships.</i>		<i>Guns.</i>		<i>Commanders.</i>
* Cumberland	-	80	---	Captain Edwards
Devonshire	-	80		
Royal Oak	-	76	---	----- Wilde
Chester	-	50	---	----- Balchen
Ruby	-	50		
		K 3		faiior,

A. D. sailor, natives of England, were also found on board, and
 1707 sent prisoners to London, where they were tried for high treason.

Repeated complaints having been made by the West-India merchants and planters against Commodore Kerr, who commanded at Jamaica, for refusing them convoy, and also for exacting money from them for that purpose: The houses of parliament presented an humble address to her majesty, requesting that he might be laid aside; which request her majesty was pleased to comply with.

Sir John Jennings was next appointed to the command, which was for so short a time that he had it not in his power to perform any thing remarkable. He was succeeded in the summer by Commodore Wager, whose squadron consisted of ten men of war*.

The sum of 2,300,000*l.* was voted by parliament for the sea service of the ensuing year.

By an act of parliament passed this year, foreigners, who had served for two years in her majesty's ships of war privateer, or merchant ship, should be entitled to Greenwich hospital.

1708 The French sent an expedition from Dunkirk, in order to support the Chevalier St. George (son to the Pretender) in his endeavours to land on the coast of Scotland. Sir George Bing was sent thither in the month of March with a powerful fleet, which effectually defeated their designs. He took the Salisbury, an English prize then in the French service, with several persons of quality on board, who had followed the fortunes of King James†.

About this time the lord high admiral made the following promotion of flag officers: Sir John Leake, to be admiral of the white, and admiral and commander in chief of her majesty's fleet; Sir George Bing, admiral of the blue; Sir John Jennings, vice-admiral of the red; Sir John Norris, vice-admiral of the white; Lord Dursley, vice-admiral of the blue; Sir Edward Whitaker, rear-admiral of the red; and John Baker, Esq. rear-admiral of the white.

Sir John Leake sailed early in March with the grand fleet, and having escorted the outward-bound merchantmen

* Appendix, Chap. II. No. 7.

† Campbell's Lives of Admirals, vol. 3. page 186.

safe to the westward of the channel, he proceeded to Lisbon, and arrived there on the 27th of the same month. On the 28th of April he sailed into the Mediterranean. On the 11th of May, being about twelve leagues from Alicant, several vessels were discovered. On the next day the frigates that were in chase took a French frigate of twenty-four guns, with the greater part of a convoy laden with provisions; the rest were dispersed, together with three French men of war which were closely pursued; but night coming on they effected their escape.

On the 2d. of July the Princess of Wolfenbuttle, whom Charles III. had espoused, embarked on board the fleet at Genoa. After the admiral had conducted the queen to Barcelona, he sailed to Sardinia, which was brought under the subjection of Charles III. without much opposition. No sooner was the conquest of this island completed, than the admiral sailed to Minorca, and arrived before Port Mahon on the 25th of August. On the 1st of September he was joined by Lieutenant-General Stanhope with a body of troops from Majorca. The landing being effected, it was agreed, in a council of war, that as it would be necessary for a part of the fleet to return to England, those ships should leave as many marines behind as could be spared to assist at the siege.

On the 6th of September Sir John Leake sailed for England with seven English and eight Dutch ships of the line, leaving the remainder with Sir Edward Whitaker at Port Mahon to co-operate with the army. On the 28th of October the batteries were opened, and two days after it surrendered. About fifty men were killed or wounded in the siege; among the former Captain Stanhope, of the Milford, brother to the general, a young officer of great hopes, who had distinguished himself remarkably upon this occasion.

On the 19th of October Sir John Leake arrived at St. Helens.

In the months of July and August a fleet, under the command of Sir George Bing, and Vice-Admiral Lord Dursley, was employed on the French coast. A body of troops was also embarked on board a fleet of transports, commanded by Lieutenant-General Erle. The object of this expedition was to annoy the enemy by making a de-

A.D. 1708 sent on their coast, and divide their attention from other operations. The alarm having spread, the coast was lined in all places that were accessible with troops and batteries, which rendered every attempt to make a descent impracticable. On the 4th of August Lord Dursley, in the *Oxford*, with six other men of war, sailed to the westward to cruize in the Soundings; and on the 28th Sir George Bing returned to Spithead.

In the month of September Rear-Admiral Baker was sent to Holland with a small squadron to escort over the Archduchess Mary Ann of Austria, sister to the Emperor Joseph, who was to be espoused to the King of Portugal. On the 25th of the same month she landed at Portsmouth. On the 6th of October her majesty embarked on board the *Royal Ann*, Sir George Bing's ship, and arrived at Lisbon on the 16th. The admiral continued in the Tagus until the 27th of December, when leaving Sir John Jennings, he sailed with six ships of the line to take the command in the Mediterranean.

Early in the spring Commodore Wager received certain intelligence that the galleons were about to sail from Porto Bello to Carthagená, and from thence to the Havannah. He proceeded with a small squadron* to cruize on the Spanish main to intercept them. On the 28th of May, about noon, seventeen sail were discovered from the top-mast-head. The commodore chased them till evening, when he observed that two were sloops, one brigantine, and two French ships, which separated and got off. The Spaniards, finding they could not weather the Baru, a small island, which lay in their passage to Carthagená, resolved to contest the matter, and drew out as well as they could in line of battle under an easy sail.

Commodore Wager bore down on the Spanish admiral, and directed Captain Bridges, of the *Kingston*, to engage the vice-admiral, and Captain Windfor, of the *Portland*,

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Expedition	- 60 ---	{ Commodore Wager
Kingston	- 60 ---	{ Captain Long
Portland	- 60 ---	----- Bridges
Severne	- 48 ---	----- Windfor
Vulture fireship		----- Pudner

the

the rear-admiral; the fireship was ordered to lye to windward*. A.D. 1708

At sun-set the engagement began between the two commanders in chief, and continued for an hour and a half, when the Spanish admiral's ship blew up; a vast quantity of the flaming wreck fell on board the Expedition, but was happily extinguished without doing much mischief. After this accident the Spaniards began to separate. The commodore made the signal for the ships to close, and endeavoured to keep sight of the enemy; discovering but one, which was the rear-admiral, he pursued her, and at ten o'clock at night brought her to action; the Kingston and Portland coming up, at two in the morning she struck. At day-light four sail were seen directly to windward; the commodore made the signal for the Kingston and Portland to chace, his own ship was too much disabled either to follow or keep sight of them. On the 31st they again joined and informed the commodore the ship they had pursued was the Spanish vice-admiral, who running in among the shoals of Salmadinas, off Carthagená, obliged them to tack and stand off, although they had got so near as to fire several broadsides into her. One of the galleons had taken shelter in the island of Baru. The commodore directed the Kingston and Portland to stand in and either take or destroy her. The crew, on the approach of these ships, run the galleon ashore and burnt her. The only loss sustained in this action, was two men killed and nine wounded on board the Expedition. On the 2d of June Commodore Wager returned to Jamaica, and expressing much dissatisfaction at the conduct of the Captains Bridges and Windsor, they were tried by a court-martial, held on board the Expedition, in Port Royal harbour, on the 23d of July, on a charge of neglect of duty in not pursuing the Spanish vice-admiral, when the pilots offered to carry the ships within the shoals. The court acquitted them of the

Spanish Ships. Guns. Men.

* St. Joseph	- 64	- 600	} The admiral blown up, only 17 men saved; had on board 7,000,000l. in gold and silver.
Vice Admiral	64	- 550	
Rear Admiral	44	and 13	Escaped, had on board 6,000,000l. in her hold; had only 13 chests of pieces of eight, and 14 fows of silver.

The rest of the galleons were for the most part loaded with cocoa.

want

A.D. 1708 want of personal courage; but finding them guilty of a part of the 12th and part of the 14th articles of war, they were sentenced to be dismissed from the command of her majesty's ships Kingston and Portland*.

The Dunkirk's prize, Captain Purvis, being on a cruize off Hispaniola, chased a French ship, and ran her on shore near cape Francoise; but following her too close, she struck upon a ledge of rocks and bulged; Captain Purvis with some of his men got upon a small key, within shot of the French ship, which mounted fourteen guns, and had on board sixty men; she kept up a brisk fire upon the key, until Captain Purvis with his own boats and a canoe had prepared to board, when her commander called for quarter and surrendered, on condition that he and his crew should be put on shore. Captain Purvis got the French ship off and returned in her to Jamaica.

A gallant exploit was also performed by Captain Colby, commander of a privateer sloop. Being on a cruize on the Spanish main, he fell in with fourteen sail of brigantines and sloops, laden with valuable goods, taken out of the galleons at Porto Bello; they were bound to Panama, under convoy of a guard sloop, which he bravely fought and took with six of her convoy. The Spaniards offered Captain Colby one hundred and eighty thousand pieces of eight for the ransom of the sloop, which he refused.

Soon after Commodore Wager's return to Port Royal, Captain John Edwards arrived in the Monmouth, with the Jersey and Roebuck from England; he brought out the commodore's commission of rear-admiral of the blue, and orders for him to send home the Expedition, Windsor, Assistance, Dolphin, Dunkirk's prize, and Vulture fire-ship, which he did towards the end of September.

On the 27th of October a court-martial was assembled on board the Royal Anne at Spithead, to try Captain Edwards of the Cumberland, Captain Balchen of the Chester, and Captain Wilde of the Royal Oak, the two

* Members of the court-martial.

	President.
Charles Wager,	Esq. Commander in Chief.
	Captains.
Barrow Harris	Tudor Trevor
Humphrey Pudner	Stephen Hutchins
Henry Long	Abr. Tudor.

first

first for being taken by the French squadron under M. du Guay Trouin the preceeding year, and the last for breaking the line. The Captains Edwards and Balchen were acquitted; Captain Wilde was not only cashiered, but declared incapable of ever serving in the royal navy. A.D. 1708

On the 28th day of October died his royal highness George Prince of Denmark, lord high admiral, at Kensington, in the 56th year of his age.

On the 25th of November her majesty was pleased to appoint the Earl of Pembroke, lord high admiral of Great Britain, &c. at the same time she bestowed on Sir John Leake the post of rear-admiral of Great Britain, which had been vacant since the death of Sir Cloudesley Shovel, with this remarkable compliment, "That she was put in mind of it by the voice of her people."

An act of parliament passed for the forfeited and unclaimed shares of prize and bounty-money to be paid into Greenwich hospital.

On the 2d of March Captain Tollet, in the Assurance, of seventy guns, with the Assistance and Hampshire, of fifty guns each, having the trade from Cork and Kinsale, bound to London, under their convoy; at about five in the morning, being then eight leagues S. S. W. of the Lizard, fell in with a French squadron, consisting of one ship of seventy, two of fifty, and one of forty guns, under the command of M. du Guay Trouin. Captain Tollet finding that an action was unavoidable, made the signal for the merchantmen to provide for their own security, and drew up his ships in order of battle to receive the enemy. At eight o'clock the French commodore ranged up alongside of the Assurance, and soon after fell on board her; in this situation they engaged for the space of half an hour, the Frenchman doing great execution with his small arms; but Captain Tollet kept up so vigorous a cannonade, that he obliged the enemy to sheer off; the three other ships then passed the Assurance, firing several broadsides into her, and bore away after their commodore, who was in pursuit of the merchantmen. All possible dispatch was used in repairing the damages the Assurance had received, which were very considerable; the three ships then bore down to protect the convoy. On their approach the French ships made sail, and carried off with them five of the merchantmen. Captain Tollet had been four months sick;

A.D. 1709 sick ; but on the appearance of the French ships, was carried upon deck in a chair, and wounded in the action ; his first lieutenant was shot in the leg, which wound being dressed, he returned immediately to his quarters ; the second lieutenant and twenty-five men were killed and fifty-three wounded. The Hampshire had two killed, and eleven wounded ; the Assistance eight killed, and twenty-one wounded, among whom was Captain Tudor, who died of his wounds. From the damage which the French ships received, their loss must have been very considerable.

On the 9th of April Lord Dursley, on his return into the channel, after having seen the Lisbon trade safe as far as he was directed, fell in with M. du Guay Trouin in the Achilles, with Le Glorieux ; these ships the day before had taken the Bristol of 50 guns. His lordship gave chase, retook the Bristol, which, by a shot in her bread-room, sunk soon afterwards ; but all her crew, except twenty, were saved. The Glorieux, of 44 guns, and 312 men was taken ; but the Achilles, though much shattered, escaped by her fast sailing. His lordship had about seventy men killed and wounded in the action.

Lord Dursley returned to Plymouth from his cruize on the 13th of May ; during which, he captured besides the men of war, a privateer of 14 guns and 100 men, and two or three merchantmen.

On the 18th of May the Falmouth, of 50 guns, commanded by Captain Walter Riddle, convoying home some ships laden with masts from New England, was attacked by four French men of war about twenty leagues to the westward of Scilly. The commodore in a ship of 60 guns attempted to board the Falmouth, which Captain Riddle anticipated, by filling his head sails, and lying the Frenchman athwart hawse ; in which situation he kept raking him fore and aft for the space of an hour and a half with great effect. The French commodore at length disentangled himself, and being weary of so close a contest, made sail in pursuit of the merchantmen, judging, from the disabled state of the Falmouth in her rigging and sails, that she was unable to follow him. Captain Riddle was however so alert in refitting, that he soon joined the fleet, when the Frenchman sheered off, and he carried the whole of his convoy safe into Plymouth. The Falmouth had 13 men killed, and 56 wounded. Captain Riddle

Riddle was wounded in the leg, and his second lieutenant shot through the body. A.D. 1709

Nothing of any great importance happened in the Mediterranean this year. Sir George Bing, who commanded the fleet, looked into Toulon, where he saw only a small French squadron, and those not in a situation to put to sea: he therefore resolved to return to England, where he arrived on the 25th of September, leaving Sir Edward Whitaker with a strong squadron in the Mediterranean.

In June the Fowey, of 32 guns, on a cruise in the Mediterranean, fell in with two French frigates, each of equal force, when after an obstinate resistance she was obliged to strike.

On the 23d of September Captain Hanway, in the Plymouth of 60 guns, on a cruise in the Soundings, captured, after a very gallant defence, L'Adriat, a French ship of war, of 44 guns, and 260 men, commanded by the Sieur Jacques Calhard, who with fourteen officers and seamen were killed in the engagement. The Plymouth had the captain of marines and seven men killed, and sixteen wounded.

The lord high admiral having received intelligence from Sir George Bing of the exact strength, station and designs of M. du Guay Trouin to intercept our West-India fleet; Lord Dursley was dispatched on the 8th of October with a squadron to cruise in the Soundings for its protection. About three weeks after his lordship fell in with the Barbadoes fleet; and having seen them safe into the channel, returned to his station. While on this cruise a sail was discovered, which Captain Hughes in the Winchester was directed to chase; on his coming up with her, she proved to be a large Dutch privateer, whose commander (on being required) not only refused paying the usual compliment to the British flag, but discharged a broadside into the Winchester; an obstinate battle ensued, in which the Dutch commander paid for his temerity, being himself killed with forty of his men.

In the latter end of October, the West-India fleet, under convoy of five men of war, reached within one hundred and fifty leagues of the Lizard, when it was dispersed and much shattered in a violent storm. The Newcastle lost her main-mast, and with much difficulty got into Falmouth. Soon after the Gloucester of 60, and the Hampshire

A.D. 1709 shire of 50 guns, two of the convoy, fell in with and were attacked by the French squadron, under M. du Guay Trouin, when, after a most severe and unequal conflict, the Gloucester was obliged to strike. The Hampshire managed so skilfully as to beat off the enemy, and escaped into port in a very disabled state.

Rear-Admiral Wager was extremely careful of the trade in the West-Indies. In the spring he sent Captain Hutchins in the Portland to cruize off Porto Bello, and to protect the trading vessels that were going to that port. About noon, on the 3d of May, Captain Hutchins discovered two sail to windward bearing down to him; when they had approached within gun-shot, they discharged their broadsides, wore and stood off. Captain Hutchins pursued them all night, and at eight o'clock the next morning brought them to a close engagement, which continued with great briskness for some time; at length, the enemy finding they had very much crippled the Portland, made sail and endeavoured to get off. Captain Hutchins was not in a condition to follow them till night, when it fell little wind, so that he was prevented from renewing the action until the 6th day in the morning. The enemy fought with great resolution for two hours, when one of them struck, a complete wreck. She proved to be the Coventry of 50 guns, formerly in her majesty's service. Her first captain was killed, the second wounded, and a great slaughter among the men. The Portland had nine men killed, and twelve wounded. Her consort was the Minion of the same force, which escaped, very much shattered.

In the autumn Rear-Admiral Wager was ordered home, and the command of the squadron devolved on Captain Tudor Trevor.

On the 25th of December the Solebay frigate and eight merchant vessels under her convoy were lost on Boston-neck. Their crews perished, excepting a few who reached the shore in two boats.

The Sweepstakes, of 32 guns, was taken in the channel by two French privateers.

The Earl of Pembroke, who acquitted himself much to the satisfaction of the nation, resigned the office of lord high admiral. His lordship had refused a pension of three thousand pounds a year, when he quitted the admiralty,

to make way for Prince George of Denmark, at the ac- A.D.
cession of Queen Anne; but it was now bestowed upon 1709
him. Her majesty made an offer of this post to the Earl
of Orford*, who declined the office of lord high admiral,
but was willing to accept a share in the direction of the
admiralty. Her majesty therefore in the beginning of
November issued a warrant for the executing the office of
lord high admiral by commission†.

On the 12th of November her majesty made a promo-
tion of flag officers. Matthew Aylmer, Esq. admiral
and commander in chief of the fleet, Lord Dursley, vice-
admiral, and Charles Wager, Esq. rear-admiral of the
red, Sir John Jennings, admiral, Sir Edward Whitaker,
vice-admiral of the white, and Sir John Norris, admiral,
and John Baker, Esq. vice-admiral of the blue.

In the month of July Admiral Aylmer was sent with a 1710
considerable fleet to cruize in the Soundings for the pro-
tection of the trade. On the 29th of the same month he
discovered a fleet of French merchantmen, under convoy
of the *Superbe*, of 56 guns, and *Concorde*, of 30. The
Kent, *Assurance*, and *York*, were ordered to chace. The
Kent, of 70 guns, Captain Robert Johnson, came up
with the *Superbe*, and after a brisk action of one hour
obliged her to strike. She was a very fine ship, being
quite new, and a remarkable fast sailer; she was taken into
the royal navy.

In the month of January Sir John Norris sailed for the
Mediterranean, to take the command of the confederate
fleet. The admiral, in conjunction with General Stan-
hope, battered and took the towns of Cette and Adge;
but soon after a powerful French army appearing before
these places they were surrendered. On the 19th of July
Sir John Norris sailed from Cette, and appeared before
Marseilles and Toulon. Standing in to Hierres bay, a
French man of war of 56 guns was discovered lying under
the protection of three forts. The admiral ordered some
English and Dutch frigates to stand in and either destroy
or bring her off. This service was performed with great
spirit. The forts and ship were abandoned and destroyed,

* Admiral Russel was created Earl of Orford by King William III.
1697.

† Appendix, Chap. IV. No. 1.

A.D. 1710 but not without some loss on our side; thirty-five men being either killed or wounded by an explosion on board the French ship, the crew having laid a train of powder to blow her up when they left her.

On the 3d of May Captain Cleveland in the Suffolk, off the Faro of Messina, took Le Galliard, French ship of war of 56 guns; and not long after the Breda and Warspight took the Moor, of 60 guns; being a very fine ship she was added to the royal navy.

On the 29th of December the Pembroke, of 60 guns, commanded by Captain Rumsey, and the Faulcon, of 32 guns, commanded by Captain Constable, cruizing to the southward of Nice, were attacked by three French ships of war. The Toulouse, a ship of 70 guns, came up with the Pembroke, and in less than half an hour the other two, one of 60, the other of 50 guns. The Pembroke made a most obstinate and gallant defence, but was at length obliged to strike; the enemy then pursued, came up with and took the Faulcon. Captain Rumsey and one hundred and forty men were killed. Captain Constable did not strike until he was dangerously wounded in the shoulder, and had only sixteen men able to stand at their quarters.

A squadron* was sent out in the summer of this year, under the command of Captain George Martin, to dispossess the French of their settlement in Nova Scotia. Captain Martin first sailed to Boston in New England, where he took on board two thousand troops, under the command of Colonel Francis Nicholson. On the 18th of September he proceeded to Port Royal; and on the 25th the landing was effected. On the 2d of October, after little resistance, the French garrison capitulated. Captain Martin, in honour of her majesty, named this place Annapolis Royal.

The French were very great sufferers this year on the coast of America, above fifty of their merchant ships were taken by the British cruizers and privateers. The Port-

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Dragon	50	Captain George Martin
Falmouth	50	Walter Riddle
Chester	50	Thomas Matthews
Lowestoff	32	George Gordon
Feversham	32	Robert Paston
Star, bomb	—	Thomas Rochfort

land

land and Valeur took two prizes valued at 30,000*l.* on their passage to Newfoundland. The Valeur was some time after surprized and taken by the French in one of the harbours on the coast. A.D. 1710

In the month of August, Captain John Alched, in the *Rochester*, Captain Humphrey Pudnor, in the *Severn*, and Captain George Purvis, in the *Portland*, visited all the French harbours on the north coast of Newfoundland, and totally destroyed them, with the ships found in them*.

The act of parliament which had passed in the last reign for the registering of seamen to serve in the royal navy, was at this time repealed. Many plans have since been proposed to avoid so unconstitutional a custom of manning the navy as that of pressing; but unfortunately none as yet have been adopted.

By an act of parliament passed in this year, a duty was laid upon all ships trading to the town of Liverpool, which was to continue for twenty years, in order to raise a fund for making the harbour more safe and commodious, by constructing a wet-dock, placing of buoys on the shoals, and erecting of land-marks.

In the same session also an act passed for the purchase of lands, for the purpose of enlarging, fortifying, and better securing the royal docks at Portsmouth, Chatham, and Harwich. This plan was further extended to Plymouth and Milford haven. Since this time great quantities of ground have been purchased, and the fortifications to the royal arsenals greatly extended.

The Earl of Orford resigned his place as first lord commissioner of the admiralty.† Sir John Leake was appointed admiral and commander in chief of the fleet, in the room of Matthew Aylmer, Esq. Sir Thomas Hardy

* An account of the execution done at Newfoundland.

Harbours.	French Ships.	Guns.	Men.	Tons.
La Couche	Le Comtesse D'Evereux	16	75	200, taken
Ditto -	Le Couronne -	14	70	200, burnt
Carouze -	Le Marquis du Bay -	28	20	400, taken
Ditto -	Le Compte de Bonrepos	23	123	400, burnt
Ditto -	L'Aigle Noir -	12	70	200, taken
Petit Maitre	Francois Maire -	18	80	250, ditto
Great St. Julien	Francois de la Paix -	30	120	400, ditto
Little St. Julien	St. Pierre -	20	90	290, escaped
Ditto -	-	12	30	ditto

† Appendix, Chap. IV. No. 1.

A.D. rear-admiral of the blue, and soon after Sir George Bing,
1710 admiral of the white.

On the 5th of December, 40,000 men were voted for the sea service for the ensuing year, and 120,000 for the ordinary of the navy.

By an act of parliament, any seaman in the merchant service, who had been disabled in defending or taking any ship, was deemed qualified to be admitted into Greenwich hospital.

1711 The operations of the combined fleet under the command of Sir John Leake, were confined to the defence of the English coast, and scouring the channel of French cruizers. Sir Thomas Hardy, rear-admiral of the blue, was sent with eight sail of men of war to block up the port of Dunkirk, where the enemy were fitting out some large privateers. The rear-admiral being soon after ordered from this station to convoy the Russian trade as far to the northward as the Orkneys, M. de Sous slipped out of Dunkirk with four large privateers, and falling in with the Virginia fleet, consisting of twenty-two sail, two of which he forced ashore, four escaped, and the rest were taken.

On the 27th of June, the Advice, of 46 guns, commanded by Lord Duffres, was attacked in Yarmouth roads by eight French privateers. His Lordship defended the ship with the utmost bravery; till being overpowered by numbers, two thirds of his crew killed, and himself dangerously wounded, with the ship a complete wreck, he was obliged to strike. The crews of the privateers, with great inhumanity, stripped both officers and men of their wearing apparel, and carried their prize with great triumph into Dunkirk.

In the spring Sir John Norris was succeeded in the command of the fleet in the Mediterranean by Sir John Jennings, where nothing of any importance happened. The admiral cruized for some time off Toulon, in order to intercept the Levant fleet, as well as to prevent any supplies from entering that harbour. Many of the ships being in want of provisions and stores, he proceeded to Port Mahon. Those that were left out to cruize, took two rich prizes from the Levant to Marseilles. The Hampton Court, and Stirling Castle, chased two French ships of war, the Thoulouse and Trident, each of 50 guns and 400 men. The Hampton Court came up with the first, which maintained an obstinate battle for two hours, when her commander M. Grand Pré, struck. The Trident escaped.

On

On the 22d of March, the *Severn*, *Lyon*, and *Lyme*, near Vado bay, in the gulph of Genoa, chased four French ships of war, which they came up with, and engaged for two hours, when the French sheered off. The *Severn* and *Lyme* were too much disabled to pursue them; but Captain Galfridus Walpole, in the *Lion*, continued the chase, though he had his right arm shot off, and forty men killed and wounded, and his ship much damaged. The *Exeter*, Captain Raymond, at that time coming up, joined in the chase, and overtook one of the French ships, which, after a desperate engagement of two hours, struck. She proved to be the *Pembroke* which the French had taken a year before. The *Exeter* was so much disabled, that Captain Raymond could not take possession of his prize, and was obliged to let her go.

In the month of November, the *Resolution*, of 70 guns, was lost in a violent gale of wind on the *Mallora* off *Leghorn*, but the officers and crew were saved.

Commodore Littleton arrived at *Jamaica* the latter end of November in the last year, and took on him the command in chief of the squadron. On the 23d of May following, the commodore learnt from the captain of a French ship, which had been taken by the *Jersey*, that *M. Du Casse* had arrived at *Carthage* with his squadron, consisting of the *St. Michael* of 74 guns, the *Hercules* of 60, the *Griffin* of 50, and two small frigates, to convoy the galleons to the *Havannah*, in their way to Europe.

On the 15th of July, Commodore Littleton put to sea with six men of war,* and stood over to the coast of New Spain. Early in the morning of the 27th, being off *Carthage*, he chased four sail; at six o'clock the *Salisbury's* prize came up with the vice-admiral of the galleons, and began to engage her: soon after the *Salisbury* and the commodore joined, when the galleon struck. The vice-admiral received a wound, of which he afterwards died. The *Jersey* pursued and took one of the merchant ships, which mounted twenty-six guns, and was laden with cocoa

* <i>Defiance</i> ,	-	64	Commodore Littleton.
<i>Salisbury</i> ,	-	60	Captain Francis Hofer.
<i>Salisbury's</i> prize,	-	60	Robert Harland.
<i>Jersey</i> ,	-	48	Vernon.
<i>Nonfuch</i> ,	-	48	Hardy.
<i>Jamaica</i> sloop,	-	14	Hook.

A.D. and wool. Most of the money had been taken out of the
1711 galleon by M. du Casse, from whom they had parted company two days before in a gale of wind. She mounted sixty brass guns, and had on board 320 men. The English had one man killed and six wounded.

The commodore suspecting that M. du Casse would proceed with his fleet to the Havannah, cruized off Point Pedro shoals, in hopes of intercepting him; but soon after receiving intelligence that a large French squadron had arrived at Martinico, he returned to Jamaica in order to protect that island. Here he found the Thetis, a French man of war, which had been just taken by one of his cruizers.

In the absence of Commodore Littleton, M. du Casse got safe into the Havannah with his convoy.

In the month of June, the French at Martinico embarked a large body of troops on board some armed vessels, for the purpose of making a descent on the island of Antigua; but by the vigilance of Captain Bourne in the Newcastle, their project failed. They, however, landed a small body of troops on the island of Mountserrat, and began to plunder the country; but being informed that Captain Bourne was on his way thither, they reembarked, and retired with great precipitation. The Diamond and Panther being off the coast, captured three of their transports.

Early in this year the ministry having projected a plan for the attack of Quebec, and the reduction of the whole province of Canada, as well as to recover from them Placentia in the island of Newfoundland, equipped a strong squadron, the command of which was given to rear-admiral Sir Hovenden Walker: the command of the land forces, which consisted of five thousand men, was entrusted to General Hill. On the 3d of May this armament being ready, sailed from Plymouth; it consisted of eleven sail of the line, one frigate, two bomb ketches, and forty-one transports with troops, &c.* On the 24th of June the fleet arrived at Boston in New England;† where so much time

* Appendix, Chap. II. No. 8.

† While at Boston, the admiral tried by a court martial Captain Soams of the Edgar, and Captain Butler, of the Dunkirk, for having in the passage out disobeyed his orders, by chacing without signal, and thereby parted company with the fleet. As Captain Soams had joined the next day, he was only mulcted three months pay; but Captain Butler never having been seen by the fleet, till its arrival in America, was dismissed the service.

was lost in refitting and taking on board fresh supplies, that the admiral did not sail for the river St. Lawrence before the 30th of July. On the 18th day of August the fleet arrived off Gaspee bay. Two days after they were overtaken by a violent gale from the east, with a strong current, which set them on the north shore among rocks and small islands; the whole fleet was in danger of being lost; eight of the transports were cast away, and almost nine hundred, officers, soldiers, and seamen perished. On the 25th it was resolved in a council of sea officers, that from the ignorance of the pilots, as well as the uncertainty and rapidity of the currents, it was impracticable to go up the river St. Lawrence with the ships of war and transports as far as Quebec. In consequence of this resolution, the admiral proceeded to Spanish river, in the island of Cape Breton; where on the 8th of September, it was determined in a general council of war, composed of land and sea officers, that any attempt upon Placentia, at that advanced season, was utterly impracticable. The expedition was therefore entirely given up, and the admiral sailed to England with the fleet and transports. He arrived at Spithead on the 12th of October. On the 15th, the Edgar of 70 guns, the ship the admiral's flag was on board, blew up at Spithead, and every soul perished. The admiral was gone to London, and most of the officers were on shore.*

On the 2d of October arrived in the Downs two privateers, the Duke of 30 guns, and 170 men, commanded by Captain Wood Rogers, and the Dutchess of 26 guns, and 150 men, commanded by Captain Stephen Courtnay. These ships had been fitted out by some merchants at Bristol to cruize against the Spaniards in the South seas.† They sailed from King Road on the 1st of August, 1708; and having passed the Straits of Magellan without any accident, entered the Pacific ocean, where they captured several vessels, and plundered many towns belonging to the Spaniards on the coast. On the 22d of December, 1709, they fell in with the smallest of the Acapulca ships, which

* The buoy of the Edgar at Spithead is so called, to denote where that ship was destroyed. See Campbell's Lives of the Admirals for a full account of this expedition, vol. III. p. 271.

† The famous Captain Dampier, whose voyages are well known, sailed on board the Duke as a pilot.

A.D. 1711 sail annually from Manilla to Mexico. She engaged the privateers about half an hour, and then struck. She mounted 20 guns, was 400 tons, and had on board two millions of pieces of eight. Soon after they fell in with, and attacked the largest of the Acapulca ships; she was 900 tons burthen, and had on board 600 men; they engaged her for two days without making any impression on her, when all their hopes of success vanished, and they made the best of their way to the East-Indies. These ships touched at the island of Juan Fernandez for refreshments, where they found a Scots seaman, named Alexander Selkirk, who they brought with them to England, having resided near five years on this uninhabited and unfrequented spot.*

In the month of September, the Queen granted a charter to a company of merchants trading to the South seas.

For the service of the ensuing year, 40,000 seamen were voted, including 8000 marines; and the sum of 180,000*l.* was granted for the ordinary of the navy.

1712 Sir John Leake commanded the grand fleet this year; the only service it performed, was to convoy a body of troops under the command of Lieutenant-General Hill, over to Dunkirk, to take possession of it, and demolish the harbour and fortifications; the British plenipotentiaries insisting on this as a preliminary step to a peace, which at this time was negotiating at Utrecht.

Sir Thomas Hardy cruized with a squadron in the Soundings for the protection of the trade. He captured six large French armed merchant ships outward bound, which were richly laden; they were afterwards given up, although taken before any orders were issued for the suspension of hostilities. The administration, as a recompence to the captors, ordered them to be paid a sum of money, which was very inadequate to what they otherwise would have received.

Vice-admiral Baker was stationed on the coast of Portugal, where he chased and drove ashore a Spanish ship of 60 guns; but blowing too hard for his boats to land and take possession of her, she was plundered by the inhabitants. The vice-admiral complained of this outrage to the Court of Portugal, but obtained no redress.

* From the history of this man, Daniel de Foe is said to have conceived the idea of writing the adventures of Robinson Crusoe.

Sir John Jennings commanded the English and Dutch A. D. fleets in the Mediterranean, where nothing occurred de- 1712 serving of notice.

Sir Hovenden Walker, who, it has been observed, was so unsuccessful last year on his expedition to North America, was appointed to succeed Commodore Littleton in the West-Indies. On the 28th of April the admiral sailed from St. Helens with a small squadron,* and about one hundred sail of merchant vessels under his convoy. On the 24th of June he arrived at Antigua, from thence he proceeded to Jamaica, where he remained perfectly inactive. On the 29th of August that island was visited by a most dreadful hurricane, which desolated many parts of it, and did considerable damage to the ships of war and merchantmen.

Soon after Sir Hovenden Walker had left Antigua, it was threatened with a descent by M. Cassard, who had arrived at Martinico from Toulon with a strong squadron; he, however, proceeded to Montserrat, which he ravaged; and then sailed to Surinam, where he obliged the inhabitants to give him eight hundred thousand pieces of eight as a ransom to prevent their property from plunder.

On the 19th of August a suspension of hostilities was agreed to; and an instrument signed at Paris by Lord Bolingbroke on the part of Queen Anne, and by the Marquis de Torry on the part of Louis the XIVth, which was to continue four months.

On the 31st of March the treaty of peace was signed at 1713 Utrecht between Great Britain and France.† By this treaty it was agreed that Great Britain should have the fortifications and harbour of Dunkirk demolished.

Great Britain to retain Gibraltar; Minorca; full and entire possession of Hudson's Bay; the whole of Nova Scotia; and the island of St. Kitt's; Newfoundland with exceptions.

<i>Ships.</i>		<i>Guns.</i>	
* Monmouth,	-	70	Sir Hovenden Walker.
August,	-	60	
Centurion,	-	50	
Scarborough,	-	32	
Roebuck	-		

† Appendix, Chap. III. No. 2. the loss sustained by each power at war.

A.D. 1713 France to keep possession of Cape Breton ; to have a right to catch fish on the banks of Newfoundland, and liberty to dry them on that part of the coast from Cape Bonavista to the northern part of the island, and down the western coast as low as Point Rich.

1714 The statute of the third year of King Edward the First, respecting wrecks at sea, was confirmed ; and in addition to it, that in case either the queen's or merchants ships, riding at anchor near the wreck, should neglect to give assistance when demanded, the commander of such ship shall forfeit one hundred pounds to the proprietors of the ship in distress. And for the encouragement of such as shall assist, a reasonable reward shall be paid from the proprietors ; and in default of such reward, the ship and goods shall be detained until gratification is given. This act was made perpetual in the next reign.

An act of parliament passed, providing a public reward for such person or persons as shall discover the longitude at sea. The bill was brought into the house at the joint petition of Mr. Wiston and Mr. Ditton, founded on the opinion of Sir Isaac Newton, and Dr. Halley. By this act the board of admiralty, the speaker of the house of commons, and other great officers, by virtue of their offices, are constituted commissioners for trying and judging of all proposals, experiments, and improvements relating to the longitude ; and any five of them are empowered to act. These being satisfied of the probability of the discovery, are directed to certify their opinion to the commissioners of the navy, who are authorized to make out a bill for any sum not exceeding two thousand pounds, as the commissioners of the longitude shall think necessary for making the experiments ; who shall report how far they have succeeded. If the discoverer of the longitude determines it to one degree, or sixty geographical miles, he is to be rewarded with ten thousand pounds ; if to two-thirds of a degree, fifteen thousand pounds : and if to half a degree, twenty thousand pounds.

The emperor Charles the Sixth, first granted commissions to ships fitted out at Ostend, to trade to the East Indies ; which was very prejudicial to the English and Dutch East-India companies.

On the 1st of August Queen Anne died at her palace at Kensington,

Kensington, after a glorious reign of thirteen years, and in the 50th year of her age.* A.D. 1714

As an encouragement to the surgeons in her royal navy, her majesty granted them annually, or as often as they pass their accounts, the following sums, which is denominated Queen Anne's free gift.

	<i>War allowance.</i>			<i>Peace allowance.</i>		
	<i>l.</i>	<i>s.</i>	<i>d.</i>	<i>l.</i>	<i>s.</i>	<i>d.</i>
To surgeons of 1st rates -	65	4	5	45	9	10
2d rates -	55	18	11	41	6	3
3d rates -	43	8	1	32	19	0
4th rates -	33	7	4	26	5	2
5th rates -	28	7	0	22	18	3
6th rates -	25	16	10	21	4	10
To surgeons mates serving in cutters, tenders, &c. }	18	18	10	16	2	10

GEORGE I.

On the 17th of August, the Earl of Berkeley sailed with a squadron of sixteen men of war, and six yachts, for Holland, in order to attend his Majesty; where he was joined by eight ships of the States General, under rear-admiral Coperen; and to secure the coasts and the channel, rear-admiral Wager was sent to Portsmouth, and Sir Thomas Hardy to Plymouth, to equip such ships as were fit for service.

On the 18th of September his majesty arrived in England; and soon after a considerable alteration took place in the administration, particularly at the admiralty board, which was entirely changed.†

The following were the flag officers at the accession of King George the First, viz.

Sir John Leake, Knight, rear-admiral of Great Britain.

Matthew Aylmer, Esq. admiral and commander in chief of his majesty's fleet.

Sir James Wifhart, Knight, admiral of the white squadron.

Sir John Norris, Knight, admiral of the blue.

* Appendix, Chap. I. No. 8.

† Appendix, Chap. IV. No. 1.

- A. D. James Earl of Berkeley, vice-admiral of the red.
 1714 Sir Edward Whitaker, Knight, vice-admiral of the white.
 John Baker, Esq. vice-admiral of the blue.
 Sir Charles Wager, Knight, rear-admiral of the red.
 Sir Hovenden Walker, Knight, rear-admiral of the white.
 Sir Thomas Hardy, Knight, rear-admiral of the blue.

1715 On the 17th of March the parliament met, and voted 10,000 seamen, at four pounds a man per month; soon after it granted 35,574l. 3s. 6d. for the half-pay of sea-officers; 197,896l. 17s. 6d. for the ordinary of the navy; and 237,277l. for the extraordinary repairs of the navy and rebuilding of ships.

On the 18th of May Sir John Norris, and Rear-Admiral Sir Thomas Hardy, sailed from the Nore, with eighteen sail of the line, one frigate, and a sloop of war, to join the fleets of Russia, Denmark, and Holland in the Baltic; against the Swedes, who had seized and confiscated several English merchant vessels, under the pretence that they were assisting the Russians with arms and warlike stores, with whom the Swedes were then at war. On the 10th of June Sir John Norris joined the confederate fleets in the Sound. The Czar Peter being then at Copenhagen, and intending to embark on board of one of his own ships, he was complimented with the chief command, and was to direct the center; Sir John Norris the van; and the Danish admiral the rear. The Dutch commodore, and five British men of war, proceeded with the convoy, which had just arrived from England, to the different ports in the Baltic. On the 18th of August intelligence was received that the Swedish fleet, although very powerful, had returned into Calscroon. The confederate fleets remained united and ready to act, till the middle of November, when the season was too far advanced in those seas for any naval operations. Sir John Norris proceeded to England with the fleet and convoy, leaving Commodore Cleeland with seven men of war, to command there. While the fleet lay off Copenhagen, it encountered a violent storm, in which the August of 60 guns, and the Garland of 24, were lost.

At the close of the year the parliament granted for the one ensuing, viz. 10 000 seamen at four pounds per month; 233,849l. 19s. 6d. for the ordinary of the navy; and 23,623l. for the extraordinary repairs of the navy.

The

The piratical states of Barbary having very much disturbed the English trade, Admiral Baker, who commanded in the Mediterranean, cruized with so much success against them, that he destroyed most of their vessels, which put a stop to the depredations of these daring pirates, and brought them to reason. A.D. 1716

Captain Delgarno, a most active officer, in the *Hind*, of 20 guns, came up with one of their best men of war, mounting twenty-four guns, when after a most obstinate and bloody battle, he obliged her to strike; soon after she sunk, and all her crew perished, excepting thirty-eight.

The supplies granted for the ensuing year were 10,000 seamen; 226,799l. 5s. 3d. for the ordinary of the navy; and 20,761l. for the extraordinary repairs, &c.

The Swedes continuing very troublesome in the Baltic, in the month of March Sir George Bing was sent thither with a fleet of twenty-one ships of the line, besides frigates, where he remained all the summer; and having no enemy to oppose, he returned home on the 2d of November, leaving six men of war to act in conjunction with the Danish fleet. 1717

In April the Earl of Orford resigned his seat at the Admiralty, upon which his majesty thought proper to change that board*.

The West-Indies being at this time over-run with a desperate set of pirates; on the 5th of September a proclamation was issued, offering a pardon to all such as should surrender themselves within a twelvemonth for all piracies they should have committed before the 5th day of January preceding. After the expiration of the time of surrender limited, a reward was offered to any of his majesty's officers, by sea or land, who should take a pirate, upon his being legally convicted, viz. for a captain 100l. any other officer, from a lieutenant down to a gunner 40l. for an inferior officer 30l. any private man delivering up a captain or commodore, was entitled to 200l. reward upon his conviction.

The first ship belonging to the South Sea Company failed on her voyage into those seas.

The rate of pilotage was now fixed by act of parliament for the pilots at Dover, Deal, or Isle of Thanet, who

* Appendix, Chap. IV. No. 1.

A.D. should take charge of ships or vessels in the rivers Medway
1717 and Thames, viz.

For every ship or vessel drawing

		<i>l.</i>	<i>s.</i>	<i>d.</i>
7 feet water	-	3	10	0
8 ditto	-	4	0	0
9 ditto	-	4	10	0
10 ditto	-	5	0	0
11 ditto	-	5	10	0
12 ditto	-	6	0	0
13 ditto	-	6	10	0
14 ditto	-	7	0	0
15 ditto	-	7	10	0
16 ditto	-	8	0	0
17 ditto	-	8	10	0

and no allowance to be made for odd inches. Some clauses were afterwards added to this act to prevent and punish the pilots who may be detected in smuggling.

The supplies granted for the sea service for the year 1718, were 10,000 seamen, 224,837*l.* 14*s.* 11*d.* for the ordinary of the navy.

At the close of the year a change was made at the admiralty board*. The Earl of Berkeley was appointed vice-admiral, and Matthew Aylmer, Esq. rear-admiral of Great Britain.

1718 The Spaniards having sent a powerful fleet and army to attack the possessions of the King of Naples on the island of Sicily, which gave great offence to the British court, who was determined to protect the house of Austria in their rights, and to maintain the neutrality of Italy against those who should attempt to disturb it. For this purpose Admiral Sir George Bing was appointed to the command in the Mediterranean, and sailed from Spithead on the 15th of June with twenty sail of the line, two fireships, two bomb-vessels, an hospital ship, and a store-ship; he was charged with instructions how to act on all emergencies, particularly should the Spaniards persist in their designs. The Admiral met with unfavourable winds, and did not enter the Straits until the 8th of July. He was joined off Gibraltar by Vice-admiral Cornwall with two ships of war, and proceeded up the Mediterranean.

* Appendix, Chap. IV. No. 1.

On the 1st of August he anchored in the bay of Naples. A.D. 1718
 The Neapolitans, overjoyed at the appearance of an English fleet, received him as their deliverer, and treated him with the most distinguished marks of respect while he remained among them*. Sir George Bing sailed on the 6th, and arrived off Messina on the 9th, from whence he learnt that the Spanish fleet had sailed the day before. The admiral immediately went in quest of them, and very soon got sight of two Spanish frigates on the look-out, which he chased through the Faro of Messina, and led him down to their fleet, which about noon he discovered lying to in line of battle, amounting to twenty-seven sail, besides two fireships, four bomb-vessels, and seven gallies, commanded by Don Antonio de Castaneta he had under him four rear-admirals. On the appearance of the British fleet, they stood away large in order of battle. The admiral followed them all the rest of the day and the succeeding night. The next morning (the 11th) Rear-Admiral Mari was detached from the Spanish fleet with six ships of war, the gallies, fireships, and bomb-ketches, and stood over to the Sicilian shore. Upon which Sir George Bing directed Captain Walton in the Canterbury, with five more ships to pursue them, whilst he himself continued to chase the main fleet. At about ten o'clock the action began between the headmost ships of the British, and rear of the Spanish fleets, and continued in a running fight until dark, at which time Sir George Bing had captured the Spanish admiral, Rear-Admiral Chacon, with five ships of the line, one frigate of 44 guns, and one of 36†. The British ships suffered very little damage; the admiral lay by some days to refit the rigging of his ships, and to repair the damages the prizes had sustained. On the 18th of August he received the following laconic letter from Captain Walton, who had been sent in pursuit of Rear-Admiral Mari:

* Count Daun, the imperial viceroy at Naples, presented Sir George Bing with a sword set with diamonds, and a very rich staff of command; and to the admiral's son he made a present of a very fine sword. After the conference, the admiral was splendidly entertained at dinner, and then lodged in the palace of the Duke de Matelona, which had been magnificently fitted up for his reception. The viceroy likewise sent refreshment to the fleet, consisting of 100 oxen, 300 sheep, 600 pounds of sugar, 70 hogsheads of brandy, and several other things.

† This action was fought off cape Passora. See Appendix, Chap. II. No. 9.

SIR,

A.D. 1718 "SIR,
 "We have taken and destroyed all the Spanish ships
 "and vessels which were upon the coast, the number as
 "per margin.*

"I am, &c.

*Canterbury, off Syracusse,
 August 16, 1718.*

"G. WALTON."

After this victory Sir George Bing convoyed the Sicilian gallies safe into port, which had been some time blocked up in the harbour of Malta by the Spanish fleet. He then sailed to Naples, and sent his prizes to Minorca; where not long after the Royal St. Philip was blown up by some unknown accident in Mahon harbour, and all on board perished.

Admiral Bing dispatched his eldest son to England with a circumstantial account of the engagement. He was most graciously received by his majesty, and sent back with plenipotentiary powers to his father to negotiate with the several Italian princes as he should see occasion; and likewise his royal grant to the officers and seamen of all prizes taken by them from the Spaniards. His majesty wrote a letter with his own hand to Sir George Bing, as did the Emperor Charles VI. on the admiral's arrival at Naples†.

On

* These were one ship of 60 guns, commanded by Rear-Admiral Mari, one of 54, one of 40, and one of 24 guns, with a bomb vessel, and a ship laden with arms, taken. One of 54 guns, two of 40, and one of 30 guns, with a fireship and bomb-vessel, burnt.

† His majesty's letter to Sir George Bing. It was written in French, and thus translated:

"Sir George Bing,

"Although I have received no news from you directly, I am informed of the victory obtained by the fleet under your command, and would not therefore defer giving you that satisfaction which must result from my approbation of your conduct. I give you my thanks, and desire you will testify my satisfaction to all the brave men who have distinguished themselves on this occasion. Mr. Secretary Craggs has orders to inform you more fully of my intentions; but I was willing myself to assure you that I am,

Your good friend,

Hampton Court,

August 23, 1718.

"GEORGE R."

The Emperor's letter to Sir George Bing.

"Admiral Sir George Bing,

"I have received with a great deal of joy and satisfaction, by the bearer of this, yours of the 18th of August. As soon as I knew you was named by the king, your master, to command his fleet in
 "the

On the 1st of May Sir John Norris and Rear-Admiral A.D. Mighells sailed with ten sail of the line into the Baltic, 1718 where he acted in conjunction with the Danish fleet the whole of the summer; but the King of Sweden having dismantled his fleet and laid it up, Sir John Norris returned to England towards the end of October.

Captain Wood Rogers, who has been already spoken of, was appointed governor of the Bahama islands, where by his prudent and steady conduct, he in a short time suppressed that spirit of piracy which had been so long prevalent among a hord of villains who frequented those seas.

On the 17th of December war was declared against Spain.

The parliament voted for the ensuing year 13,000 seamen, at four pounds per month, and granted 187,638l. 17s. 6d. for the ordinary of the navy; and 25,000l. for the half-pay of sea officers.

In the month of August Sir George Bing destroyed two 1719 Spanish ships of war in the bason at Messina, and obliged the Spaniards to evacuate the island of Sicily.

The court of Spain having threatened to invade England with a large body of troops in favour of the Pretender; the ministry, in order to retaliate, sent Vice-Admiral Mighells with five sail of men of war and a fleet of transports, on board of which were four thousand troops, under the command of Lord Cobham, to make a descent on the coast of Spain. In the month of October this armament arrived on the coast of Galicia; and having entered the harbour of Vigo, Lord Cobham landed with his forces, and after a feeble resistance, obliged the governor to capitulate. A great quantity of arms and ammunition were found in the town and citadel, and seven ships taken in the harbour, three of which were fitting for privateers. Lord Cobham sent a detachment to reduce the town of

“ the Mediterranean, I conceived the greatest hopes imaginable from
 “ that very circumstance. The glorious success you have had sur-
 “ passes, however, my expectations. You have given, upon this oc-
 “ casion, very singular proofs of your courage, conduct, and zeal,
 “ for the common cause; the glory you obtain from thence is indeed
 “ great, and yet my gratitude falls nothing short thereof, as Count
 “ Hamilton will fully inform you. You may always depend upon
 “ the continuance of my thankfulness and affection towards you.
 “ May God have you always in his holy keeping.

Vienna, October 22,

O. S. 1718.

“ CHARLES.”

Pont-

A.D. Pont-a-Vedea, at the upper end of the bay of Vigo. On
 1719 the landing of the troops the town surrendered; in it were
 also found a great quantity of ordnance stores. On the
 17th of November the vice-admiral and Lord Cobham
 finding it would be impossible to maintain their ground
 any longer in Spain, embarked the troops, and sailed for
 England, where they arrived on the 22d of November,
 having lost in the expedition about three hundred men.

In the beginning of September, Sir John Norris was
 sent with a squadron into the Baltic, to join that of Sweden,
 against the Russians. On the junction of the English and
 Swedish fleets, the Czar Peter thought it prudent to retire
 with his fleet into the port of Revel.

The supplies for the ensuing year for the sea service,
 were 13,000 seamen, at four pounds per month; 217,918l.
 10s. 8d. for the ordinary of the navy; 79,723l. for the
 extraordinary repairs, and some time after a farther sum of
 377,561l. 6s. 9½d. which had been expended in the ne-
 cessary service of the year.

1720 On the 16th of April Sir John Norris again sailed into
 the Baltic with a fleet of twenty sail of the line, and being
 there joined by seven Swedish men of war, he proceeded
 to the coast of Revel, which saved the Swedes from feeling
 at that juncture any marks of the Czar's displeasure, who
 was obliged to remain quiet in his ports. When the season
 became too far advanced for naval operations in these seas,
 Sir John Norris returned home.

Sir George Bing having left every thing in a tranquil
 state in the Mediterranean, ordered the whole of his squa-
 dron to return to England, except four ships, which were
 kept there for the protection of the trade. The admiral
 landed at Genoa, and came home by land. On the 21st
 of August he arrived at Hanover; his majesty being there
 at this time, received him very graciously, and soon after
 appointed him treasurer of the navy, and rear-admiral of
 Great Britain; he was also created Viscount Torrington,
 and invested with the order of the Bath.

About this time some private adventurers sent out Cap-
 tain Barlow to discover a north-west passage to China
 through Hudson's bay. The ship was lost and the crew
 miserably perished; a part of the wreck was afterwards
 found in that bay, in the latitude of 63 degrees north.

A charter first granted for the insuring of ships and
 merchandize,

merchandize, under the title of the royal assurance company. A.D. 1721

A cessation of arms took place between Great Britain and Spain.

The supplies for the sea service for the ensuing year were 10,000 seamen at 4*l.* per month; 219,049*l.* 14*s.* for the ordinary of the navy; and 50,200*l.* for extra repairs.

The Russians still continuing hostile to the Swedes, sent their fleet early to sea, and committed great depredations on their coasts. About the middle of April, Sir John Norris and Rear-Admiral Hopson were sent into the Baltic with thirteen sail of the line, besides frigates and bomb-ketches, in order to prevail on the Czar to enter into terms of peace. The appearance of so formidable a fleet induced the Czar to listen to an accommodation; and a peace was concluded at Neistadt on the 31st of August. There being now no further service for the fleet in the Baltic, Sir John Norris in the month of October returned to England.

At the end of the year some changes took place at the admiralty board*.

Supplies granted for the sea service for the ensuing year, 7,000 seamen, at the usual rate of 4*l.* a man per month; 218,799*l.* 4*s.* 7*d.* granted for the ordinary of the navy.

Notwithstanding the proclamation which had been issued 1722 for the apprehension of pirates, and the uncommon vigilance of governor Rogers to suppress them, these daring robbers became so formidable on the coast of Africa and in the West-Indies, as greatly to alarm those colonies. The most notorious of these pirates was one Roberts, who was an able seaman of undaunted courage, and capable to command; his force consisted of three stout ships; his own carried forty guns, and one hundred and fifty-two men; another thirty-two guns, and one hundred and thirty-two men; and the third twenty-four guns, and ninety men. In the month of April Captain Oglet†, in the Swallow, being on a cruize off cape Lopez, received intelligence that Roberts was lying with his three ships in an adjoining bay; upon which he disguised his ship, and

* Appendix, Chap. IV. No. 1.

† Afterwards Admiral Sir Chaloner Ogle.

A.D. 1722. stood in ; the pirates took him for a merchantmen, and one of them slipped her cable and gave chase. Captain Ogle decoyed him off the land till he had reached such a distance, as to prevent his associates hearing the report of the guns ; he then shortened sail, tacked and brought him to action, which continued an hour and a half, when her commander being killed she struck. Captain Ogle then steered in for the bay, with the pirates colours hoisted over the king's. This stratagem succeeded ; for the pirates seeing the black flag uppermost, concluded the king's ship had been taken, and stood out to sea to meet and congratulate their consort on his victory. Their joy was of short duration, for they no sooner came alongside the Swallow, than Captain Ogle threw off the deception, and began to engage them most desperately. The action lasted two hours, when Captain Roberts being killed, with a great number of his men, both ships struck. Captain Ogle carried his prizes into Cape Coast Castle, where the prisoners, to the amount of one hundred and sixty, were brought to trial ; seventy-four of them were capitally convicted, fifty-two of whom were executed, and hung in chains along the coast.

On the 28th of August a most dreadful hurricane happened at Jamaica, which, added to an uncommon inundation of the sea, almost entirely destroyed the town of Port Royal, and swept off on its retreat a great number of its inhabitants. Kingston also suffered considerable damage ; many houses were blown down, and others unroofed. Some lives were lost. Spanish Town felt its dreadful effect ; but not with so much violence as at the other places. Most of the shipping in the harbour were driven ashore, some overset and others sunk, and most of their crews perished. The storm began to be most violent about eight o'clock in the morning, and did not abate till between twelve and one ; had it continued much longer, in all probability the whole island would have been desolated.

On the 24th of October the parliament granted 10,000 seamen for the service of the year 1723, at 4l. a man per month ; and 216,388l. 14s. 8d. for the ordinary of the navy.

Sir George Walton was promoted to the rank of rear-admiral of the blue, in the room of Admiral Mighells, who

who was appointed to succeed Thomas Swanton, Esq. as A.D.
comptroller of the navy; and Admiral Littleton dying, 1722
Rear-Admiral Strickland succeeded him as vice-admiral of
the white.

The South Sea Company commenced a whale fishery, in 1725
which they employed twelve ships; and for some time were
very successful.*

On the 26th of January the house of commons resolved 1726
that 10,000 seamen should be employed for the service of the
present year at the usual rate; and that 212,381l. 5s. be
granted for the ordinary of the navy; but the courts of
Petersburg, Vienna, and Madrid, shewing an hostile dis-
position towards Great Britain, his majesty held it requisite
to send a message to the house of commons to augment his
maritime force.

It was also resolved in council to send a strong fleet into
the Baltic, to overawe the Czarina, another to the coast of
Spain, and a third to the West-Indies. The command of
the first was given to Sir Charles Wager, who had under
him rear-admiral Sir George Walton. On the 17th of
April the admiral sailed from the Nore with twenty
ships of the line, one frigate, two fire-ships, and an hos-
pital ship; on the 25th he arrived at Copenhagen, where
he was joined by some Danish men of war, and proceeded
to cruize off Revel. The Russians were highly incensed at
the appearance of a British fleet on their coast, without
having it in their power to resent it; as their fleet was in no
condition to hazard an engagement with such a superior
force. Sir Charles Wager remained before Revel till the
28th of September; when, having received certain intelli-
gence that the Russians had laid up their ships for the
winter, he sailed for Copenhagen, and from thence home,
where he arrived on the 1st of November.

On the 28th of July Sir John Jennings sailed from St.
Helens with nine sail of men of war, having on board a
body of land forces, to cruize on the coast of Spain, and to
make a descent on it, should it be thought necessary. Off
Cape St. Mary's he was joined by rear-admiral Hopson
with four sail of the line. The admiral continued to
cruize in this station, which greatly alarmed the Spanish
court, till the middle of September, when he returned
home.

* Anderson on Com. vol. II. p. 313.

A. D. 1726 The third expedition was sent to the Spanish West Indies, under rear-admiral Hosier, for the purpose of blocking up the galleons, or seizing them should they venture out.

The Admiral sailed from Plymouth on the 9th of April, and after a quick passage arrived at his station; he continued off Porto Bello for six months, without effecting any service; till at length diseases peculiar to the climate began to make such havock among the seamen, and his ships in so bad a condition, that he was obliged to return to Jamaica. In two months time the admiral was again in a condition to put to sea, and stood over to Carthagena, continuing to cruize in those seas. Some of his ships took several Spanish vessels, which were afterwards restored. The squadron beginning to grow again very sickly, the admiral steered for Jamaica; where soon after his arrival he was seized with a distemper of which he died.

Towards the close of the year, the Spaniards, to resent the insults we had offered them, assembled an army of 20,000 men at St. Roch, under the command of the Count de las Torres, and laid siege to Gibraltar.

1727 On the 27th of January the parliament came to the resolution that 20,000 men should be allowed for the sea service, at the usual rate; 199,071l. for the ordinary of the navy.

Sir John Norris sailed at the latter end of April into the Baltic; and on his arrival there was joined by a Danish squadron. The death of the Czarina happening soon after, prevented any act of hostilities being committed; and the Russian fleet was laid up.

Sir Charles Wager was sent with a squadron to the relief of Gibraltar, where he arrived in the beginning of April; and being joined there by Rear-Admiral Hopson, soon obliged the Spaniards to raise the siege.

On the 11th day of June, his majesty King George the First died at Osnaburg in the 68th year of his age, and 13th of his reign.*

GEORGE II.

1727

On the 15th of June his majesty King George the Second was proclaimed King of Great Britain.

* Appendix, Chap. I. No. 9, State of the Navy.

A cessation

A cessation of arms was agreed on between the governor of Gibraltar, and the Marquis de las Torres, the general of the besieging army. A.D. 1727

Sir Charles Wager cruized with the British fleet off Capes St. Vincent, Finisterre, and Spartel, in order to intercept the Spanish galleons which were expected from the West-Indies; notwithstanding the admiral's vigilance, they all arrived safe at Cadiz.

Towards the close of the year a change took place at the admiralty board.*

In January the parliament voted for the service of the current year 15,000 seamen; to pay the same 780,000*l.*; for the ordinary of the navy 205,661*l.* 14*s.* 9*d.* 1728

About this time the court of Madrid acceded to the preliminary articles for a general peace; in consequence of which Sir Charles Wager returned home with the fleet from the Mediterranean. Soon after various complaints were made by the West-India merchants, of the depredations committed by the Spaniards, and even the French, on our trade in the West-Indies; and of their detaining several British merchant ships, under frivolous pretences. This conduct induced the ministry to order several ships to be put in commission;† and his majesty ordered the following promotion of flag officers:—Edward Hopson, Esq. to be vice-admiral of the white; Sir George Walton, Knight, to be vice admiral of the blue; Salmon Morrice, Esq. to be rear-admiral of the red; Robert Hughes, Esq. to be rear-admiral of the white; and Philip Cavendish, Esq. to be rear-admiral of the blue.

Vice-Admiral Hopson was sent out to command the fleet in the West Indies; he died on the 8th of May, while on a cruize off the Grand Barú, on the coast of New Spain. The command devolved on Captain Edward St. Loe; who, on receiving authentic intelligence of Spain's accession to the preliminary articles of peace, sent the greater part of the squadron to England. Such had been the dreadful mortality in the fleet on the Jamaica station, that since the arrival of Admiral Hosier, two admirals, ten captains, fifty lieutenants, and about 4000 inferior officers and seamen had fallen a sacrifice to the unwholesomeness of the climate.

* Appendix, Chap. IV. No. 1.

† Appendix, Chap. I. No. 10.

A.D. 1728 Upon the death of Vice-Admiral Hopson, his majesty ordered the following promotion, viz.

Sir George Walton, Knight, to be vice-admiral of the white.

Salmon Morrice, Esq. to be vice-admiral of the blue.

Robert Hughes, Esq. to be rear-admiral of the red.

Philip Cavendish, Esq. to be rear-admiral of the white.

John Balchen, Esq. to be rear-admiral of the blue.

1729 In January the parliament voted for the service of the current year 15,000 seamen; and 286,025l. for the ordinary of the navy.

The Spaniards still continuing refractory, a fleet of twenty sail of the line and five frigates, were ordered to be got ready; and on the 30th of June it assembled at Spithead, where it was joined by a squadron of Dutch ships, under the command of Rear-Admiral the Baron de Sommeldyke.* The command in chief of the combined fleet was given to Sir Charles Wager. The court of Spain alarmed at the assemblage of so strong a naval force, was induced to agree to a treaty of general pacification. The fleet remained three months at Spithead, when the Dutch returned home, and twelve sail of the line were ordered to be paid off.†

At the close of this year accounts were received from South Carolina, that a Spanish Guarda Costa had fallen in with his majesty's ship Dursley Galley, and mistaking her for a merchantman, bore down and fired into her: an action ensued, and continued until the Spaniard had several men killed and wounded, when he struck: happily not a man was hurt on board the Dursley Galley. In order to convince Spain of our sincere desire for peace, the Guarda Costa was soon after returned.

On the 16th of April, by an order in council, twenty of the oldest surgeons in the royal navy were to be allowed two shillings and sixpence per day, half-pay; and the twenty next in seniority two shillings per day.

By the death of Rear-Admiral Hughes, the following flag officers were promoted, viz.

Philip Cavendish, Esq. to be rear-admiral of the red.

John Balchen, Esq. to be rear-admiral of the white.

Edward St. Loe, Esq. to be rear-admiral of the blue;

* Appendix, Chap. II. No. 10.

† Appendix, Chap. II. No. 10.

who died soon after in the West-Indies; when the Hon. A.D.
Charles Stewart was promoted to the rank of rear-admiral
of the blue, and sent out to command at Jamaica.

A treaty of peace was concluded at Seville between Great
Britain and Spain. 1730

Notwithstanding the above treaty, not an account arrived from the West-Indies, but brought advice of the depredations and insults which were continued by the Spaniards to the British trade and on its subjects. The following instance of their inhumanity and insolence is well authenticated:—the master of the vessel to whom it happened appeared afterwards at the bar of the house of commons, and declared it on oath, viz. the Rebecca brig, of Glasgow, Robert Jenkins master, was boarded by a Guarda Costa; the Spaniards not only treated the crew with the greatest barbarity, but cut off one of the master's ears. The captain of the Guarda Costa gave it to Jenkins, and insolently told him to carry that present home to the king his master, who, if he were present, he would serve in the same manner.*

A light-house was erected this year upon the island of Sherries, near Holyhead.

In the summer of this year Sir Charles Wager was promoted to the rank of admiral of the blue, and sent with a strong squadron† into the Mediterranean, to escort a body of Spanish troops to Italy, to support Don Carlos in his establishment as Duke of Parma. On the 6th of August the admiral arrived at Cadiz, where he was joined by a Spanish squadron under the command of the Marquis de Mari. Sir Charles Wager went to Madrid; and in conjunction with Mr. Keene, the British envoy there, had an audience of his Catholic majesty, in order to concert measures to be pursued proper for the occasion; after which he returned to Cadiz, and took on him the command of the combined fleet. On the 6th of October he put to sea, and arrived at Leghorn on the 15th, where after some conferences held with the Grand Duke of Tuscany's minister, the 1731

* In the year 1738, Jenkins, with some other masters of West-Indiamen, was examined at the bar of the house of commons; and being asked by a member "what he thought when he found himself in the hands of such barbarians?" he replied with great coolness, "I recommended my soul to God, and my cause to my country."

† Appendix, Chap. II. No. 11.

A.D. Spanish troops were permitted to land. There being no
 1731 further service for Sir Charles Wager to perform in the Mediterranean, he returned to England, and arrived at Spithead on the 10th of December.

The Spanish guarda costas in the West-Indies still persisting to search the British merchant vessels, and to treat their crews with inhumanity, four twenty gun ships and two sloops of war, were sent out to cruize for their protection.

We have at this time the first account of the reflecting, or Hadley's quadrant, which appeared in a paper given by that gentleman to the Royal Society. After Dr. Hadley's death, among his papers, one was found in Sir Isaac Newton's own hand-writing, which contained a drawing and description of an instrument not much dissimilar to Hadley's; it seems, therefore, that Sir Isaac Newton was the first inventor of these reflecting quadrants. Since this time they have been greatly improved by the ingenuity of our modern mathematicians.

1732 The colony of Georgia, in North America, was first settled by Lieutenant General Oglethorpe.

His majesty granted a commission to the lords commissioners of the admiralty to erect a corporation for the relief of poor widows of sea officers, to consist of the admiralty, navy and victualling boards for the time being, and a certain number of the senior captains and lieutenants of the navy. The terms of admission for partaking of the benefits of this institution were, that each member, who must be an officer in the navy, allow three-pence in the pound per annum out of his pay. By the establishment of this fund, an admiral's widow is entitled to fifty pounds a year for life; a captain's forty; a lieutenant's to thirty; and other officers widows to twenty pounds each, provided they continue widows, and are not in possession of a greater annuity left by their husbands than the extent of the pensions. Soon after the establishing of this fund, Lieutenant George Crow most generously resigned his half-pay for the use of this charity, assigning as a reason for it, that he had a competency to live on. His majesty gave 10,000*l.* to the support of this establishment.

1733 In January the parliament met, and voted 3,004,926*l.* 13*s.* 11*d.* for the service of the current year.

On the death of George Bing, Lord Viscount Torrington

ton first lord of the admiralty, and admiral and commander A.D. in chief of the fleet, Admiral Sir Charles Wager was ap- 1733 pointed to supply his place, and Sir John Jennings to be rear-admiral of Great Britain.

The Spaniards still continued to disturb the British trade in the West-Indies. Two ships of the line of that nation attacked a fleet of British merchant vessels loading with salt at the desolate island of Tortuga, under the protection of the Scarborough, commanded by Captain Durell, who manœuvred with so much skill and judgment, as to get off with all the vessels excepting four, which were captured early in the attack.

In the Mediterranean, and on the coast of Barbary, the Sallee rovers, this and the preceding year, were become so very daring and troublesome to our trade, by seizing several British vessels, that it was necessary to send out a squadron of frigates* to block up their ports, and cruize against these barbarians.

In January the parliament voted 20,000 seamen for the service of the current year; 202,670l. 5s. 9d. for the ordi- 1734 nary of the navy; and in March, from the general state of Europe, it was thought necessary to augment the sea and land forces; sixty-one sail of the line and thirty-one frigates† were put in commission, exclusive of the guard-ships, which were ordered to be completely manned. The admirals employed were Sir John Norris, who was ordered from the Downs to Spithead with twenty-three ships of war; Sir George Walton commanded thirteen at the Nore; Vice-Admiral Cavendish at Portsmouth with eight; and Rear-Admiral Balchen at Plymouth.

His Majesty issued his royal proclamation, recalling all British seamen from the service of foreign powers; and offering a bounty of twenty shillings to every able-bodied seaman, and fifteen to every able bodied landman who should enter into the navy.

A peace was concluded between Great Britain and the Emperor of Morocco; whereby one hundred and forty British subjects were released from slavery.

<i>Ships.</i>		<i>Guns.</i>		<i>Commanders.</i>
* Greyhound,	-	20	—	Captain Cornwall.
Durley Galley,	-	20	—	— Smith.
Rose,	-	20	—	— Windham.

† Appendix, Chap. II. No. II.

A.D. In December his majesty ordered a promotion of flag
1734 officers, viz.

Sir John Norris, Knight, admiral of the fleet.

Sir Charles Wager, Knight, admiral of the white.

Sir George Walton, Knight, admiral of the blue.

Philip Cavendish, Esq. vice-admiral of the red.

John Balchen, Esq. vice-admiral of the white.

Hon. Charles Stewart, vice-admiral of the blue.

* George Earl of Granard, rear-admiral of the red.

* Nicholas Haddock, Esq. rear-admiral of the white.

* John Hagar, Esq. rear-admiral of the blue.

1735 In February the parliament voted 30,000 men for the sea service of the current year.

A dispute arose between the courts of Spain and Portugal, which had nearly terminated in an open rupture; the latter soliciting the aid of Great Britain, Sir John Norris was sent to Lisbon with a powerful fleet;† he sailed from Spithead on the 27th of May, and arrived in the Tagus on the 9th of June. The admiral was received by the Portuguese as their deliverer; the king gave orders for the fleet to be weekly supplied with one hundred oxen, four hundred sheep, four hundred geese, four hundred turkies, one thousand hens, one thousand baskets of greens, fifty arbes of sweetmeats, one hundred thousand lemons and oranges, and eighty pipes of wine.

The appearance of so formidable a fleet in the neighbourhood of the coast of Spain, created so much alarm at the court of Madrid, that it was induced to listen to an accommodation with the Portuguese. The whole Spanish navy at this time did not amount to more than thirty-three ships of war, including those of the flota.

An act of parliament passed this year, appropriating the rents of the estates of the earl of Derwentwater, and Charles Ratcliff, to the completion of the building and beautifying the royal hospital at Greenwich; after which to the support and maintenance of worn out and decrepid seamen in the service of the country. By this act all seamen in the merchant service who shall happen to be maimed, not only as in a former act in fighting against pirates, but also in fighting against any enemy whatsoever, shall be ad-

* Were those promoted.

† Appendix, Chap. II. No. 12.

mitted into, and provided for in that hospital, in the same manner as any seamen maimed, wounded, or disabled in the king's service.* A.D. 1735

The conduct of the court of Spain induced administration to send a strong squadron into the Mediterranean, under the command of rear-admiral Haddock; the effect it produced was such, as brought the negotiations, which were then pending, to a conclusion: it was therein agreed, that Spain should make restitution for the depredations her vessels of war had committed on the British trade in the West Indies; and in return Great Britain was to restore the Spanish ships of war taken by Sir George Bing in the year 1718, in the condition they then were, conformable to the treaty of Madrid 1721. These ships were lying in the harbour of Port Mahon; and were tendered to the Spanish commissaries, who finding them quite unfit for service, refused to take them. Upon which the governor of Minorca ordered that they should be towed out of the harbour and sunk in deep water. For these ships the Spaniards demanded payment; which was agreed to by the British commissary, after deducting the losses which the British merchants had sustained in the West-Indies; although the balance in favour of England was very inconsiderable, the Spaniards refused to accede to it; this brought on a long negotiation between the two courts, which in the end terminated in a war. 1737

Spain continuing obstinate in the refusal of the terms offered her by Great Britain, made it necessary to prepare for war; accordingly in the summer many ships were put in commission; an embargo laid on all shipping in Great Britain and Ireland: in order to procure seamen to man the fleet, his majesty issued a proclamation to recal all seamen in foreign services; at the same time a bounty was offered to sailors and landmen who should enter on board the fleet. 1739

On the 21st of July letters of marque and reprisal were issued by the admiralty against Spain; and on the 23d of October war was declared in form against that nation.

An expedition was immediately planned against the Spanish settlements in the West-Indies. Rear-Admiral Vernon, who was on this occasion promoted to the rank of

* 8th of George II. Chap. 29.

A. D. 1739 vice-admiral of the blue, was appointed to the command of it. On the 24th of July the vice-admiral having made a proper disposition of his squadron*, sailed from Spithead; but by contrary winds was forced into Plymouth; whilst here the admiral received intelligence that a Spanish squadron was cruizing off cape Finisterre, for the protection of the Azogues fleet, which was daily expected. On the 3d of August he sailed from Plymouth, and steered for the coast of Portugal. On the 9th the admiral reached his station, and learnt that the Spanish squadron had returned to Cadiz, and that the galleons were not yet arrived; he therefore left three sail of the line to cruize off the coast of Spain, and proceeded with the rest of his squadron to the West-Indies.

On the 23d of October Vice-Admiral Vernon arrived at Jamaica, and was soon after joined by Commodore Brown in the Hampton Court. The object of this expedition being principally intended to reduce Porto Bello, as well as others of the Spanish settlements, a body of two hundred troops were embarked on board the fleet. On the 5th of November the admiral sailed from Port Royal, and the next day issued the following instructions to the captains of his squadron, viz.

“ Upon making the land of Porto Bello, and having a
 “ fair wind to favour them, and day-light for the attempt,
 “ to have their ships clear in all respects for immediate
 “ service, and on the proper signal, to form themselves
 “ into a line of battle, as directed, and being formed, to
 “ follow in the same order of battle to the attack, in the
 “ manner hereafter directed. And as the north shore of
 “ the harbour of Porto Bello is represented to the admiral
 “ to be a bold steep shore, on which at the first entrance
 “ stands Castle De Ferro, or Iron Castle, Commodore
 “ Brown, and the ships that follow him are directed to
 “ pass the said fort within less than a cable's length
 “ distance, giving the enemy as they pass as warm a fire
 “ as possible, both from great guns and musketry; then
 “ Commodore Brown is to steer away for the Gloria
 “ castle, and anchor as near as he can to the eastermost
 “ part of it, for battering down all the defences of it; but
 “ so as to leave room for Captain Mayne, in the Wor-

* Appendix, Chap. II. No. 13.

“ cester, to anchor astern of him against the westermost A.D.
 “ bastion, and to do the same there; and to follow such 1739
 “ orders as the Commodore may think proper to give him
 “ for attacking the said castle. Captain Herbert, in the
 “ Norwich, after giving his fire at the Iron castle, was to
 “ push on for the castle of St. Jeronimo, lying to the east-
 “ ward of the town, and to anchor as near it as he pos-
 “ sibly could, and batter it down: and Captain Trevor,
 “ in the Strafford, following the admiral, to come to an
 “ anchor abreast of the eastermost part of the Iron castle,
 “ so as to leave room for Captain Waterhouse, in the
 “ Princess Louisa, to anchor astern of him, for battering
 “ the westermost part of the castle, and continue there
 “ until the service is completed and make themselves
 “ masters of it; the youngest officers to follow the fur-
 “ ther orders of the elder in the further prosecution of the
 “ attack; and if the weather was favourable for it on their
 “ going in, each ship besides having its long-boat towing
 “ astern, to have its barge alongside to tow the long-boats
 “ away, with such part of the soldiers as could conve-
 “ niently go in them, and to come under the admiral’s
 “ stern, for his directing a descent with them, where he
 “ should find it most proper to order it. From the men’s
 “ inexperience in service, it would be necessary to be as
 “ cautious as possible to prevent hurry and confusion, and
 “ a fruitless waste of powder and shot; the captains to
 “ give the strictest orders to their respective officers to
 “ take the greatest care that no gun was fired but what
 “ they, or those they particularly appointed, first saw le-
 “ velled, and directed the firing of; and that they should
 “ strictly prohibit all their men from hallooing and making
 “ irregular noise, that would only serve to throw them
 “ into confusion, till such time as the service was per-
 “ formed, and when they had nothing to do but glory in
 “ the victory. Such of the ships as had mortars and co-
 “ horns on board are ordered to use them in the attack.”

On the 20th of November the fleet arrived off Porto
 Bello, and to prevent being driven to leeward the admiral
 anchored about six leagues from the shore. On the morn-
 ing of the 21st he weighed, and stood in, in order of bat-
 tle*. At two in the afternoon Commodore Brown, who

* Appendix, Chap. II. No. 14.

A.D. led in the Hampton Court, had got close to the Iron Castle,
 1739 and began to attack it with great fury; he was soon supported by the Burford, Norwich, and Warwick; these ships opened a tremendous fire and did great execution; the small arms from their tops commanding the batteries galled the Spaniards in such a manner, that they were soon compelled to fly. The admiral immediately made the signal to land, and although there was no practicable breach made, the fort was carried by assault. As a substitute for scaling ladders, one man placed himself close to the wall under an embrasure, whilst another climbed upon his shoulders; thus the sailors became masters of the fort, and drew up the soldiers. The Spaniards, panic struck, fled from all quarters into the town, and the men no longer obedient to the commands of their officers, plundered the town and committed great outrages on the inhabitants. The governor soon after hoisted the white flag, and surrendered at discretion. The next day the castles of St. Jeronimo and Gloria capitulated. Two ships of twenty guns each and some other vessels were taken in the harbour. Ten thousand dollars, which had been sent to Porto Bello for the payment of the garrison, the admiral ordered to be distributed among the British forces for their encouragement.

The loss sustained by the squadron did not exceed twenty men. Forty pieces of cannon, ten field-pieces, four mortars, and eighteen patteraroes, all of brass, with a great quantity of gunpowder and shot were put on board the squadron. As the admiral was resolved that this place should be no longer an asylum for the enemy's guarda costas, he gave directions for the blowing up of all the fortifications and totally dismantling of it. This arduous service was entrusted to Captain Charles Knowles of the Diamond, and the honourable Captain Boscawen, who served as a volunteer in this expedition, his own ship, the Shoreham being left at Jamaica to refit. By the 13th of December the mines were all sprung with the greatest effect, and on that day the admiral sailed with the squadron for Jamaica; having on his way thither dispatched Captain Rentone in the Triumph snow with the news of his success to England*.

* Beatson's Naval and Military Memoirs, vol. 1. page 42.

Two other expeditions were also projected by government to annoy the Spaniards in their colonies. One was to have been entrusted to Captain George Anson, of the *Centurion*, who was to sail directly to Java-head, there to take on board water and refreshments, then to proceed and attack the Spanish settlements in those seas. The other was to have been commanded by Captain Cornwall, who was to sail round Cape Horn, and possess himself of the Spanish settlements in the South Seas, from thence he was to proceed and join Captain Anson off Manilla, and to assist him in the reduction of it. These expeditions for the present were given up.

A. D.
1739

There was at this time a considerable squadron in the Mediterranean, under the command of the Rear-Admirals Sir Chaloner Ogle and Haddock, which were employed cruizing on the coasts of Spain and Italy without attempting any thing*.

Sir Charles Wager, who was at this time first lord of the admiralty, brought a bill into the house of commons, for the registering all seamen and watermen in Great Britain; unfortunately the framing of this bill was so ill managed, that it met a violent opposition, and was at length thrown out.

OCCURRENCES AT HOME.

On the 12th of March Captain Rentone arrived with Admiral Vernon's dispatches. This news diffused universal joy throughout the whole kingdom. Captain Rentone was presented with two hundred guineas, and promoted to the rank of a post captain. Both houses of parliament presented congratulatory addresses to his majesty on this occasion, and their example was followed by most of the principal cities and towns in the kingdom. Both houses of parliament voted their thanks to Vice-Admiral Vernon; and the city of London the freedom of it, to be presented to him in a gold box. Several more ships were ordered to be put in commission, an additional number of seamen raised; and the royal bounty was increased to two guineas to every able-bodied seaman, and thirty shillings to every ordinary seaman who should enter on board the fleet.

1740

* Appendix, Chap. II. No. 15.

A.D. 1740 An act of parliament passed for the better supply of seamen to serve in the royal navy, &c. whereby merchant vessels may be navigated by foreign seamen, not exceeding three-fourths of the crew; such foreign seamen serving for two years to be considered as natural born subjects.

An act also to prevent impressing of seamen of the age of fifty or upwards, and all such as have not attained the full age of eighteen; also all foreigners serving in merchant vessels; sea apprentices for the first three years, and persons of any age for the first two years of their being at sea*.

Till this year the business of the Sick and Hurt Office was conducted by the Navy Board. A separate commission was now issued, appointing commissioners for that particular department, which has varied according to the business there has been to transact. In time of war the charge of the prisoners of war was entrusted to this board†.

On the 9th of April Vice-Admiral Balchen sailed from Plymouth with a small squadron to cruise to the westward, with a view of intercepting the Assoque ships, which were expected from South America to Spain; but the Spaniards gaining intelligence of the station on which the British fleet was cruising, dispatched a vessel which was so fortunate as to meet the galleons, who altered their course and arrived safe at Port St. Andero.

On the 18th of April the *Lenox*, Captain Mayne; the *Kent*, Captain Durell; and the *Orford*, Lord Augustus Fitzroy, being on a cruise off cape Finisterre, gave chase to a large Spanish ship of war. At noon they came up with her, when the action commenced and continued with great briskness till a quarter past five in the evening, at which time the enemy's top-masts being all shot away, and otherwise considerably damaged, she struck, and proved to be the *Princessa*, pierced for seventy-four guns, but had only sixty-four mounted, and a complement of six hundred and fifty men, thirty-three of whom were killed, and one hundred wounded; she was commanded by Don Parlo Augustino de Gera. The *Orford* and *Kent* had each eight men killed, and the *Lenox* one; the wounded in the three ships amounted to forty; among whom was

* 13th Geo. II. cap. 3.

† In 1795 this particular branch was transferred to the Transport Board.

Captain Durell, who had one of his hands shot off. The *Princessa* was quite a new ship, and esteemed the finest in the Spanish navy. She was taken into the service. A.D. 1740

On the 10th of July Admiral Sir John Norris sailed from St. Helens with a fleet, consisting of twenty-one sail of the line*, to cruize off the coast of Spain, and if practicable to attack the port of Ferrol, where the Spaniards were fitting out a strong fleet to be sent to the West-Indies, under Don Roderigo de Torres. The admiral made three attempts to get out of the channel, but was forced back by contrary winds and stormy weather; at length, on the 29th of the month he returned to Spithead, and the expedition was given up. His royal highness the Duke of Cumberland embarked on board the admiral's ship to serve as a volunteer.

On the 18th of September Commodore Anson sailed from Spithead with the squadron under his command on an expedition to the South Seas†.

On the 26th of October Rear-Admiral Sir Chaloner Ogle sailed from St. Helens with twenty-four sail of the line and several frigates‡, to reinforce Vice-Admiral Vernon in the West-Indies, having under his convoy a large fleet of transports, with a considerable body of troops on board commanded by Lord Cathcart. On the 31st the fleet was overtaken by a violent gale of wind, in which the *Buckingham*, *Superb*, and *Prince of Orange*, were so much damaged that the first was obliged to return to Spithead, and the other two were escorted to Lisbon by the *Cumberland*.

MEDITERRANEAN.

Vice-Admiral Haddock cruized with the fleet§ off Cadiz, in which port he kept the Spanish fleet blocked up until his ships began to be in want of provisions, and were so foul that he was under the necessity of proceeding to Mahon; the Spaniards availed themselves of his absence, slipped out of Cadiz, and went to Ferrol. Soon after the admiral sent Sir Chaloner Ogle to England with a great part of the fleet, where he arrived on the 7th of July.

* Appendix, Chap. II. No. 16.

† Appendix, Chap. II. No. 17.

‡ Appendix, Chap. II. No. 22.

§ Appendix, Chap. II. No. 15.

NORTH AMERICA.

A.D. 1740 In the month of May General Oglethorpe and Commodore Pearce having projected a scheme for the attack of St. Augustine in Florida, sailed from South Carolina with a squadron of ships of war, having on board a body of land forces. On the 9th of the same month they arrived at the mouth of the river St. John; the troops were here landed, and soon after they took the advance posts leading to the capital; from whence, on the 15th of June, the Spaniards made a strong sortie, attacked our troops, and obliged them to retire with considerable loss. The sea and land commander in chief finding it impracticable to carry the place, embarked the forces and returned to Charlestown.

WEST INDIES.

On the 25th of February Vice-Admiral Vernont† sailed from Jamaica‡ on an expedition against Carthagena; and on the 6th of March appeared before that place and began to bombard the town and forts. The admiral persevered in this enterprize for three days; when finding that the force he had with him was inadequate to reduce it, he contented himself with destroying several of the churches, convents, and other public buildings in the town, and then sailed to Porto Bello to refit. The next expedition the admiral undertook was to the river Chagre, having obtained an accurate chart of the coast and of the mouth of that river from Lowther, the pirate, who by doing this piece of service had his majesty's pardon granted him. On the 22d of March the admiral entered the river with the squadron, and began to cannonade the castle of St. Lorenzo, which in a few hours capitulated. The merchandize, plate, &c. found in this place was of great value. After blowing up the fortifications, and destroying two guarda costas in the harbour, the admiral on the 30th put to sea, and leaving some of his ships to cruize, returned with the rest to Jamaica. In the month of June he again sailed from Port Royal, and continued to cruize against

* Appendix, Chap. II. No. 18.

† Admiral Vernon was the officer who directed the spirits served to seamen to be diluted with water, and gave it the name of grog.

‡ Appendix, Chap. II. No. 19.

the Spaniards till October. On his arrival at Jamaica, he learnt that the Spanish fleet, under the command of Don Roderigo de Torres, had arrived at Carthagená, and a French squadron, under the Marquis D'Antin, at Port Louis. The superiority of the enemy's force obliged Admiral Vernon to remain the rest of the year shut up at Jamaica. A.D.
1740

On the 19th of December the fleet which had sailed from England, under Sir Chaloner Ogle, arrived in Prince Rupert's bay, Dominico; and the next day the expedition sustained a great loss in the death of Lord Cathcart. On the 27th the rear-admiral sailed for Jamaica; a few days after, when off the westend of Hispaniola, four large ships were discovered, upon which the admiral directed five sail of the line to give them chase. At four in the afternoon the chase hoisted French colours, still continuing their course. At ten at night the Prince Frederick got up with them, and hailed one of the ships in English and then in French; but no answer being given, Lord Aubery Beauclerk ordered a shot to be fired at them, and soon after a second; the Frenchman instantly hauled up his ports and discharged a broadside into the Prince Frederick; an action ensued and continued very brisk for an hour and a half, when Captain Knowles came up in the Weymouth, and advised Lord Aubery Beauclerk to discontinue the engagement, as the two nations were not at war; his lordship attended to this advice, and at day-light an explanation took place. By this unfortunate rencounter the Prince Frederick had four men killed and nine wounded; the Orford had seven men killed and fourteen wounded; and the Weymouth two men killed. These ships rejoined Sir Chaloner Ogle, who arrived at Jamaica on the 7th of January following.

OCCURRENCES AT HOME.

On the 27th of July Sir John Norris sailed with the channel fleet to cruize on the coast of Spain. In the month of August he returned to Spithead without having made any captures, or attempts to demolish the maritime ports of Spain, many of which were in a defenceless state. The nation shewed much dissatisfaction at the inactivity of the channel fleet. In consequence of which Sir John 1741

A. D. 1741 Norris put to sea again on the 12th of October, and continued to cruize until the 6th of November, when he arrived at Spithead, having cruized to as little purpose as before*.

The vigilance and activity of Captain Ambrose, commander of the *Rupert*, of 60 guns, who cruized in the bay, and took several large privateers†, were acknowledged by the cities of London and Bristol, by each presenting him with a handsome silver cup, richly embossed with his arms, and an account of his services.

The honourable Captain William Hervey, in the *Superb*, of 60 guns, on his passage from the West-Indies, took a ship from the Caraccas, of 400 tons, 20 guns and 60 men, valued at 200,000*l.* sterling.

A plan was this year suggested to the admiralty, by Arthur Dobbs, Esq. for the making another attempt to discover a north-west passage to China and India. The board accordingly fitted out two sloops of war, which sailed in the month of May, under the direction of Captain Christopher Middleton, who had been many years a commander in the service of the Hudson's bay company. The ships wintered in Churchill river, and returned to England in the year 1742, without being able to proceed further than the latitude of 66 degrees 30 minutes north.

MEDITERRANEAN.

On the 25th of July the *Dragon* and *Folkstone*, commanded by the captains Barnet and Balchen, having been left to cruize off the Straights mouth, by Vice-Admiral Haddock, to watch the motions of the Spanish fleet at Cadiz, while the rest of the ships were refitting at Gibraltar; in the evening of that day, discovered three large ships, and supposing them to be Spaniards, instantly gave chase. At midnight they came up with the sternmost ship; Captain Barnet hailed, and in polite terms desired they would bring to, as he wished to send his boat on board.

* Appendix, Chap. II. No. 20.

<i>Ships.</i>	<i>Guns.</i>	<i>Swivels.</i>	<i>Men.</i>	<i>Belonging to.</i>
† St. Antonia de Padua	16		160	St. Sebastians
Biscaia	10	2	119	} She had captured 23 British ships
Duke de Vendome	26		200	
N. S. del Carmen	24	20	180	Ditto

They

They answered they were French, and refused in a very uncivil manner to comply; upon which Captain Barnet ordered a shot to be fired across their bows: this was immediately returned with a broadside: a severe action ensued, and continued till day light, when it plainly appeared they were French ships of war; the firing then ceased, and apologies passed on both sides for the mistake. It proved a fatal one to many brave fellows; the French had a captain and twenty-five men killed, and seventy-five wounded; the British eleven men killed, and twenty-two wounded.

Vice-Admiral Haddock, when lying in Gibraltar, received intelligence that the Spanish fleet from Cadiz had passed the Straits, he instantly put to sea* in hopes of being able to come up with, and attack it before they could form a junction with the French squadron at Toulon. On the 7th of December, when off Cape de Gett, the look-out ships a-head, made the signal for seeing a fleet; but it continuing light winds and calm the whole of the day, it was not until the 8th in the morning that the admiral had approached so near as to discover them to be the combined fleets of France and Spain. After reconnoitering their force, the admiral held a council of war, composed of the eight senior captains, who were of opinion, that attacking the Spanish fleet would be attended with too much risk, as there could be no dependence placed in the neutrality of the French; and should they think proper to violate it, and assist the Spaniards in the attack, their superiority in numbers would be too great for the British fleet to oppose with any prospect of success; it was therefore agreed to give up the pursuit. The vice-admiral steered for Mahon, where he was soon after joined by a strong squadron under the command of Commodore Lestock. The combined fleets proceeded to Barcelona.

WEST-INDIES.

The squadron under the command of Vice-Admiral Vernon being reinforced by the arrival of Sir Chaloner Ogle, was now sufficiently strong to face the enemy. Accordingly on the 28th of January the vice-admiral having arranged his plan of operations in conjunction with the Rear-Admiral, Brigadier-General Wentworth, and Governor

* Appendix, Chap. II. No. 21.

A.D. 1741 Trelawney; he sailed from Port Royal. The whole fleet, including the transports with troops, amounted to one hundred and twenty-four sail.* The first object was to proceed off Port Louis, in order to observe the motions of the French squadron, and to ascertain their strength. On the 12th of February the admiral arrived off the isle of Vache, within two leagues of Port Louis, when he learnt that the French squadron under M. D'Antin had sailed for Europe, being in the greatest distress for want of provisions, and extremely sickly. It was therefore resolved in a council of war, that the fleet should put into Tiberoon and Dona Maria bays, to wood and water; and proceed from thence to the immediate attack of Carthagena. This being completed, on the 25th of February they weighed anchor; and on the 4th of March the Vice-Admiral anchored with the fleet in Playa Grand bay; where he issued his instructions for the attack. On the 9th every thing being ready, the Princess Amelia brought up against the battery she was ordered to cannonade, and very soon silenced it; the Norfolk, Russell, and Shrewsbury also succeeded in their attack against the forts of St. Jago and St. Philip; the two first received but little damage, and had only six men killed. The Shrewsbury did not fare so well, her cable being unfortunately cut by a shot, she fell to leeward so as to open the mouth of the harbour, by which she became exposed to two of the enemy's batteries, and four of their line of battle ships, which were moored across the entrance of the harbour. In this situation she lay near seven hours, exposed to their fire. Captain Townsend, who commanded her, disdained to quit his station, until he was ordered so to do by the admiral, at night, when the Spaniards ceased firing; she was by this time a complete wreck, being entirely dismasted, with two hundred and forty shot in her hull, sixteen of which were between wind and water; and twenty men killed and forty wounded. On the 23d Commodore Lestock was ordered with a detachment of the fleet,† to

* Appendix, Chap. II. No. 22.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Boyne,	80	Commodore Lestock. Captain Colby.
Princess Amelia,	80	
Hampton Court,	70	—— Hemington.
Suffolk,	70	—— Dent.
Tilbury,	60	—— Davers.
Prince Frederick,	70	—— Lang.
		—— Lord A. Beauclerk.

attack

attack the batteries and ships at the entrance of the harbour ; D.A.
 after a furious cannonade, which continued the whole day, 1741
 without making any visible impression on the enemy, and our
 ships being much shattered, the admiral called them off.—
 In this action Lord Aubrey Beauclerk was killed, by which
 the service lost an excellent officer. On the 25th, fort St.
 Louis was stormed and carried, with the loss of only one
 man ; upon which the enemy sunk two of their men of war
 at the entrance of the harbour, and burnt another.* Cap-
 tain Knowles resolved to profit by the consternation which
 this had thrown the enemy into, rowed up under the shore
 with the boats of the fleets, landed, and carried fort St.
 Joseph by assault ; leaving Captain Cotes to command the
 fort, he proceeded with Captain Watson, and boldly rowed
 within the boom, which had been laid across the harbour ;
 boarded and took the Galicia of seventy guns, before the
 enemy could destroy her. On the 26th the boom was re-
 moved, and the vice-admiral, with several of the ships of
 war, warped above two leagues up the harbour. On the
 30th almost the whole fleet had got in ; when the Spaniards
 observed the British ships approaching, they blew up and
 abandoned such forts as were not tenable, and sunk the re-
 maining two ships of war.† Here our successes seem to
 have ended, and matters began to wear an unfavourable
 aspect. On the 12th of April the British troops were
 repulsed with great slaughter in their attempts to storm fort
 St. Lazar ; and being also greatly reduced by sickness, it
 was resolved in a general council of war, held on the 14th
 of the same month, to raise the siege. From this time to
 the 8th of May, the seamen were employed under Captain
 Knowles in blowing up the forts. The Galicia, which
 had been converted into a floating battery, was also de-
 stroyed. This being accomplished, and the troops and
 artillery embarked, the vice-admiral sailed for Jamaica ;
 and on the 19th arrived in Port Royal harbour. Soon after
 he sent home Commodore Lestock with eleven sail of the
 line,‡ and the homeward bound trade under his convoy.

<i>Ships</i>	<i>Guns.</i>	
* St. Carlos,	60	} sunk.
Africa,	60	
St. Philip,	60	
† Conquestadore,	66	} sunk.
Dragon,	60	
‡ Appendix, Chap. II. No. 22.		

A.D. 1741 While the fleet and transports were refitting, a general council of war was assembled on the 26th of May, in which it was resolved to make an attack on the island of Cuba.

The troops which were reduced, chiefly by sickness, to not more than 3000 men, were embarked, with about 1000 negroes raised by the governor for the expedition. On the 30th of June the vice-admiral sailed from Port Royal, having with him about forty sail of transports.* On the 18th day of July the whole fleet anchored in Walthenham bay, on the south side of the island; the vice-admiral changed its name to Cumberland harbour, in honour of his Majesty's second son; it is one of the most commodious and safe harbours in the West Indies. The land forces were immediately debarked; and it was determined in a council of war to proceed without loss of time to the attack of St. Jago de Cuba. The time in advancing before this place was so much protracted, and disease beginning to make great havock among the troops, General Wentworth, on the 9th of October, addressed a letter to the admiral, in which he represented the impracticability of success; and that it was in his opinion necessary to relinquish the enterprize. On the 20th of November the troops were re-embarked; and on the 28th the fleet sailed for Jamaica.

During Vice-Admiral Vernon's expedition on the island of Cuba, the Worcester, Defiance, Shoreham, and Squirrel, took several valuable prizes; the last, after a smart contest, boarded and took with her boats a large Spanish privateer of sixteen guns and 130 men, which Captain Warren discovered at anchor close in on the Cuba shore; her crew landed and sought refuge in the woods; being pursued by the Squirrel's people, several of them were killed. In the pursuit, a tar observing a dead Spaniard lying on a British ensign, swore "d——n him if he should lie on so honourable a bed;" and rolling off the dead body, brought away the ensign, and gave it to his captain: who discovered, concealed in the corner of it, a packet of letters, which were of great consequence.

OCCURRENCES AT HOME.

1742 The parliament voted 40,000 seamen for the service of the current year. By an act passed this session, a bounty

* Appendix, Chap. II. No. 23.

of five pounds over and above his wages, was granted to every able bodied seaman, and three pounds to every ordinary one; and the widows of such as might from henceforth be killed in the service, were granted a year's pay of their deceased husbands.* This act extended to Ireland; and by it the pay in the merchant service was regulated at one pound fifteen shillings per month, for the next twelve-month following, and not to exceed that sum.

In January Commodore Lestock was sent with ten sail of men of war† into the Mediterranean, to reinforce the squadron under admiral Haddock.

In march the admiralty board was entirely changed;‡ and his majesty directed the following promotion of flag officers, viz.

Thomas Matthews, Esq. to be vice-admiral of the red.

Edward Vernon, Esq. to be vice-admiral of the white.

Nicholas Haddock, Esq. vice-admiral of the blue.

Sir Chaloner Ogle, Knight, rear-admiral of the red.

Richard Lestock, Esq. rear-admiral of the white.

On the 16th of April Vice-Admiral Matthews being appointed to the command of the fleet in the Mediterranean, sailed from Spithead with four sail of the line,§ having the Levant and Portugal trade under his convoy.

The channel fleet remained quite inactive this year; but the cruizers were in general very successful; many of them captured valuable Spanish merchant ships, and some large privateers. The Spaniards were not less active in cruising against our trade; several rich merchant vessels were taken and carried by them into their ports in the bay. The British seamen who were made prisoners, were treated with excessive cruelty, confined in loathsome dungeons, and fed on only bread and water; many of them must have perished, had not the British government allowed to each prisoner sixpence a day, which was regularly paid. At

* See General Printed Instructions, page 153.

† Appendix, Chap. II. No. 24.

‡ Appendix, Chap. IV. No. 1.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
§ Namur,	90	{ T. Matthews, vice-admiral of the red. Captain J. Russell.
Caroline,	80	
Russell,	80	H. Osborne.
Norfolk,	80	J. Long.
		Hon. J. Forbes.

the

A.D. the close of the year, the ministry settled a cartel with
1742 Spain, by which a number of our seamen were released from their wretched confinement.

In consequence of complaints having been made to the admiralty against Captain Fanshaw of the *Phoenix*, and Sir Yelverton Peyton, of the *Hector*, for ill treatment to their officers and men, Admiral Cavendish was ordered to assemble a court martial to try them, which sat in June on board the *St. George*. The former was mulcted six months pay for the use of the chest at Chatham; and the latter was dismissed his Majesty's service, and rendered incapable of ever serving in the royal navy. In August the honourable Captain William Harvey, of the *Superb*, was tried by a court martial for a similar offence; of which he was found guilty, and sentenced to be cashiered. Captain Harvey having complained against Mr. John Hardy, his first lieutenant, he was tried by the same court martial, and honourably acquitted.

The parliament met in November; and in the course of the session voted 40,000 seamen, and 11,550 marines for the service of the ensuing year; 188,558l. 15s. 5d. for the ordinary of the navy, including half-pay to sea officers; and 10,000l. for the support of Greenwich hospital.

MEDITERRANEAN.

On the 1st of February Commodore Lestock arrived at Port Mahon, where he joined Vice-Admiral Haddock, whose health being much impaired, he resigned the command to Mr. Lestock,* and returned to England in the *Roebuck*. The commodore put to sea, and cruised off Toulon to observe the motions of the Spanish fleet which were in that port.

On the 27th of May Vice-Admiral Matthews arrived at Villa Franca, where he found Commodore Lestock, (now rear-admiral,) with part of the fleet.† It was an ill-judged measure to appoint these officers to command in the same fleet; there had ever been a great animosity between them, which was considerably increased by the ungracious manner in which the vice-admiral received Mr. Lestock; who re-

* Appendix, Chap. II. No. 24.

† Appendix, Chap. II. No. 25.

primanded him in the presence of several foreign officers, for having neglected to write, or send a frigate to Gibraltar to wait his arrival. The rear-admiral had done both; but by some mistake neither his letters had reached, or the frigate met the admiral. A.D. 1742

Vice-Admiral Matthews remained some time at Villa Franca, and divided his cruizers, so as to watch effectually the motions of the Spaniards; Rear-Admiral Lestock was dispatched with a strong squadron to the road of Heires, to prevent their fleet escaping out of Toulon.

Whilst the British fleet was lying in Villa Franca, a French man of war passing close by the bay without paying the usual compliment to the flag, was fired at by the admiral. The Frenchman not complying, a frigate was ordered out to compel her; an action ensued, in which it is said the Frenchman was sunk.

In June five Spanish royal gallees which were lying at Antibes, ready to escort Don Philip with a body of troops into Italy, thought to elude the vigilance of the British cruizers, by keeping close along shore; not long after they had quitted their asylum, they were discovered by Captain Norris in the Kingston, who, with the Orford and Duke fireship, chased them into St. Tropes, a small town belonging to France; where they would have remained unmolested, had they not violated the laws of neutrality, by firing on the ships as they were standing in. Captain Norris instantly gave orders to Captain Callis of the Duke, to proceed in and destroy the gallees; covered by the Kingston and Orford. This service Captain Callis performed so effectually, that his majesty ordered him to be made a post-captain, and presented him with a gold chain and medal.

His Sicilian majesty shewing a disposition to assist his brother Don Philip, much against the interest of our ally the Queen of Hungary, Vice-Admiral Matthews detached Commodore Martin with a squadron* to Naples, with

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Ipswich,	70	Captain William Martin.
Panther,	50	Solomon Gideon.
Orford,	50	Harry Powlett.
Feversham,	40	Richard Hughes.
Dursley Galley,	20	M. de L'Angle.
Carcais,	8	J. Bowdler.
Salamander,	8	J. Philipson.
Terrible,	8	Hon. G. Edgecumbe.

positive

A.D. 1742 positive orders, that, if he could not prevail on his majesty to withdraw his troops from the Spanish army, and to sign a declaration of neutrality during the war, he was to bombard and lay the city of Naples in ashes. On the 19th of August the British squadron arrived in the bay. The intention of its visit was instantly made known to the Court of Naples, which after some deliberation, consented to the terms proposed, and gave orders for the Neapolitan troops to be recalled. The Commodore having complied with his orders, rejoined the admiral in Hieres bay. He was soon afterwards sent to destroy some magazines of stores and provisions, which the admiral had received intelligence were collected at Arassa, a town belonging to the Genoese for the use of the Spaniards; this service the commodore effectually performed.

An action fought by the Pulteney privateer of sixteen guns, and 142 men, off Europa Point, Gibraltar, is deserving of notice. The Spaniards observing her from Algazeras, sent out two Xebèques of twelve guns, and 120 men each, to attack her; the engagement was long and obstinate, during which they made two desperate attempts to board the Pulteney, but were each time repulsed with great slaughter; the Spaniards at last sheered off, and made the best of their way for Malaga, in a most crippled condition. The Pulteney had only one man killed, and five wounded; but so much shattered in her masts, sails, and rigging, that she could not have got into Gibraltar, had not assistance been sent to tow her into the Mole. The Governor and officers of the garrison were so much pleased with the gallant conduct of Captain Purcell, that they presented him with a handsome piece of plate, with a suitable inscription engraven on it: at the same time a reward was given to the sailors for their bravery.

• WEST INDIES.

Vice-Admiral Vernon employed his squadron in blocking up the Spaniards at Carthagena and other ports on the Spanish main, and the island of Cuba. On the 15th of January a reinforcement arrived from England*. Fre-

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Greenwich,	- 50	Captain Allen.
St. Alban's	- 50	J. Knight.
Fox,	- 20	

And several transports with 2000 troops on board.

quent

quent councils of war were held in what manner most advantageously to employ the sea and land forces; it was at length determined to proceed to Porto Bello, march across the isthmus of Darien and attack the rich town of Panama. This scheme was proposed by a Lieutenant Lowther, who was perfectly acquainted with that country. Although the expedition was resolved to be undertaken so early as January, it was not until the middle of March that the troops were all embarked and sailed from Port Royal. On the 25th of that month Sir Chaloner Ogle joined the vice-admiral with the transports off Carthagena. This armament consisted of eight sail of the line, two ships of 50 guns, three fireships, and two hospital ships*. The troops amounted to about 3000 regulars and 500 negroes, raised by governor Trelawney, who attended the expedition. The admiral immediately made sail and steered for Porto Bello. On the 28th the fleet entered the harbour without opposition from the Spaniards. The governor and garrison on the approach of the British fleet, quitted the town and marched to Panama. The troops were instantly landed, and the admiral imagined that they would proceed without delay. But on the 30th, it was resolved in a general council of war of land officers, to give up the enterprize; as the season was too far advanced, their numbers greatly reduced by sickness; and Lieutenant Lowther reporting to them that the attack of Panama could not be undertaken with any hopes of success, as the garrison had been greatly reinforced. When this was made known to the admiral, he expressed himself much disappointed, and proposed to General Wentworth some probable means of insuring success, to which the general would not acquiesce, but determined to abide by the resolutions of the council of war. There being a majority of land officers in the general councils of war, the admiral's opinion was of no importance. The troops were therefore re-embarked, and on the 3d of April the fleet sailed from Porto Bello, and arrived at Jamaica on the 15th of May.

In the month of August, Vice-Admiral Vernon dispatched the *Litchfield*, Captain Causack; and the *Bonetta* sloop of war, Captain Lee, with a small body of troops to take possession of the island of Rettan on the Musquito shore.

* Appendix, Chap. II. No. 26.

A.D. 1742 The animosity which had a long time subsisted between Vice-Admiral Vernon and General Wentworth, was carried to an alarming height, which proved highly prejudicial to both services. Fortunately in September the Gibraltar, commanded by Captain Fowke, arrived at Port Royal, who brought out orders for the vice-admiral and general to return home. In December the admiral sailed in the Boyne for England; and was soon after followed by the general with the remainder of the troops*.

The Tyger, of 50 guns, Captain Herbert, was lost on a cayo, near the island of Tortuga; the crew and most of the stores were saved. They mounted twenty of the ship's guns for their protection, by which they saved themselves from being made prisoners, the Spaniards having sent El Fuerte, of 60 guns, for that purpose; but in the attempt she shared the same fate with the Tyger. Captain Herbert remained on this cayo near two months, when, by the assistance of his boats, they boarded and took a sloop and schooner, which conveyed them to Jamaica.

The Tilbury, of 60 guns, Captain Dent, being on a cruize off Hispaniola, was destroyed by fire, above 100 of the crew perished, the rest were saved by the Defiance.

On the 12th of April, the Eltham, of 40 guns, Captain Smith; and the Lively, of 20 guns, Captain Stuart, being on a cruize off the Virgin islands, chased and came up with three Spanish ships,† a severe action ensued, which continued till night, when the Spaniards sheered off, but in so disabled a state, that it was with some difficulty they reached Porto Rico, with six or seven hundred men killed and wounded; among the former was the governor of Carthagena. The loss in the British ships was very inconsiderable; but they were too much crippled in the masts and rigging to pursue the enemy.

* See Beatson's Naval and Military Memoirs, Vol. I. page 121 to 139.

† El Coro, - 60 only 40 mounted.
 St. Sebastian, 30
 St. Joachim, - 30

These ships sailed from Cadiz in February, in company with the St. Ignatio, pierced for 60 guns, but only 40 mounted, and the St. Antonio of 12 guns; they had on board a reinforcement of troops for Carthagena; but being soon after separated in a gale of wind, the St. Ignatio was lost on the shoals of Anegada, and the St. Antonio was never heard of.

The

The captures in the course of this year were as follows: A. D.
 Spanish ships taken in America, 36—in Europe 90—¹⁷⁴²
 total, 126.

British ships taken in America, 21—in Europe 109—
 total, 130.

Included in the above, are the prizes taken by Commodore Anson in the South seas. Many of the Spanish prizes being of great value, the balance was at least thirty thousand pounds in favour of Britain, independent of the losses sustained by the enemy at Paita and Chagre. Among the number are also many large privateers.

OCCURRENCES AT HOME.

There being no particular service for the fleet this year, ¹⁷⁴³
 a great number of cruizers were employed in the channel, Bay of Biscay, and Western Ocean; they in general cruised with great success, making several valuable captures, and took and destroyed some large privateers.

On the 15th of January, Captain Holmes, in the Saphire of forty guns, having received intelligence that five large Spanish privateers were refitting in Vigo, entered the harbour; and after having cannonaded the enemy's batteries for some time, he sunk two of the vessels, and rendered the other three unserviceable; he then weighed and stood to sea; with the loss of one man killed and seven wounded.

On the 20th of May the Monmouth and Medway, commanded by the Captains Wyndham and Cockburn, being on a cruize off the Canary islands, captured a Spanish ship bearing the king's commission, from Cadiz to La Vera Cruz, valued at 100,000l.; she had fourteen guns mounted and 110 men. They soon after took the St. Michael privateer of 18 guns and 126 men.

Captain Geary, in the Squirrel, captured a very rich ship from La Vera Cruz and the Havannah, bound to Cadiz; he also forced ashore, and destroyed in the island of Madeira, the St. Elmo privateer; and took another of fourteen guns, fourteen swivels, and 150 men.

The Port Mahon, the honourable Captain Aylmer, took, after a running fight of five hours, the St. Theresa de St. Jesus privateer of sixteen guns and 147 men, ten of whom were killed, and fourteen wounded. The Port Mahon had one man wounded.

On

A.D. 1743 On the 9th of August his majesty made the following promotion of flag officers, viz.

Sir John Norris, Knight, admiral and commander in chief of the fleet, and vice-admiral of England.

Sir John Balchen Knight, admiral of the white.

Thomas Matthews, Esq. admiral of the blue.

Edward Vernon, Esq. vice-admiral of the red.

Nicholas Haddock, Esq. vice-admiral of the white.

Sir Chaloner Ogle, Knight, vice-admiral of the blue.

James Steward, Esq. rear-admiral of the red.

Richard Lestock, Esq. rear-admiral of the white.

Sir Charles Hardy, Knight, rear-admiral of the blue.

On the 22d of December,

Thomas Davers, Esq.

Hon. George Clinton

Wm. Rowley, Esq. rear-admiral of the white.

Wm. Martin, Esq. rear-admiral of the blue.

At the meeting of Parliament in the month of December, 40,000 seamen, and 11,500 marines, were voted for the service of the ensuing year; 194,834l. 10s. 9d. for the ordinary of the navy. The whole sum levied amounted to 10,000,000l.

MEDITERRANEAN.

The fleet on this station continued in Hieres bay, under the command of Admiral Matthews* the chief service it performed was blocking up the French and Spanish fleets in the harbour of Toulon.

Commodore Martin, in the Ipswich, with the Revenge and Anna Galley fire ship, was sent to Ajaccia bay, in the island of Corsica, to take or destroy the St. Indore Spanish ship of war of 70 guns, which the admiral had received advice was refitting there. On the approach of the British ships, the Spaniards perceiving it would be in vain to resist so superior a force, set fire to their ship, and endeavoured to escape to the shore; which they had nearly accomplished, when she blew up; whereby a number of the crew perished.

Some of the cruizers were successful on this station, picking up a few rich prizes; particularly the Romney, which captured a Spaniard worth 120,000l.

In the month of February, Rear-Admiral Sir Chaloner Ogle, who had succeeded to the command of the fleet on this station, detached Captain Knowles with a squadron of ships of war,* to attack the Spanish settlements of La Guira and Porto Cavello, on the coast of Caraccas. At noon, on the 18th of the same month, the squadron arrived before La Guira, and instantly proceeded to the attack; the cannonade was warmly maintained on both sides for some hours, the enemy frequently firing red hot shot, which greatly endangered the ships. The Burford, who led, suffered considerably, her cable being cut by a shot, she fell on board the Norwich, which obliged both her and the Eltham to quit the line, and they were driven to leeward. At night the firing ceased, when Commodore Knowles drew off his ships, and retired to Curacoa to refit. The loss sustained by the British consisted of one lieutenant, and ninety two men killed, and three hundred wounded; among whom was Captain Lushington, of the Burford, who died soon after.

The Spaniards were, however, great sufferers, having about seven hundred men killed and wounded, their fortifications greatly damaged, and the town and churches almost laid in ruins.

The failure of this expedition may be attributed in a great measure to the little secrecy which had been observed relative to its destination, by which means the governor of Caraccas had time to make the necessary preparations for defence.

The commodore having refitted the squadron,† sailed from Curacoa on the 20th of March, to the attack of Porto Cavallo. Strong lee currents prevented his landing before the place until the 15th of April. On reconnoitering, it was found that the Spaniards had taken effectual measures for their defence, by preparing to sink ships at the entrance of the harbour, and erecting several fascine batteries. The commodore assembled a council of war, to decide on the mode of attack; it was resolved that the ships should immediately proceed to batter the forts; and that the troops

* Appendix, Chap. II. No. 28.

† Appendix, Chap. II. No. 29.

A.D. should be landed, and endeavour to get possession of them.
 1743 The cannonade was commenced by the ships, and continued with some prospect of success till night; when having silenced one of the enemy's batteries, the firing on both sides ceased; but at the moment the troops were about to take possession of the fort, the Spaniards taking the alarm, fired two or three guns from their other batteries; which, to their shame be it related, threw the whole detachment into confusion, and they fled to the beach, in the greatest disorder, from whence they were re-embarked. On the 24th another attempt was made to destroy the batteries at the entrance of the harbour, but without effect; the ships being much disabled, with above two hundred men killed and wounded, the Commodore at night judged it most adviseable to cut, and retired out of the reach of the enemy's guns. On the 28th it was resolved in a council of war to abandon the enterprize, the ships being in too shattered a condition to make any further attempts. The commodore dispatched the ships to the Leeward Islands which belonged to that station, and returned with the rest to Jamaica.

The cruizers on this station took and destroyed several privateers and rich merchant vessels; the principal were, Captain Tucker, in the Fowey, cruizing off Cape Coriantes, captured a register ship valued at 100,000l.; Lord Bamff, in the Hastings, off the Azores, took a French polacre, having on board 1,300,000 pieces of eight; the Litchfield, Captain Barnaby, off Porto Rico, chased a large privateer, which took shelter under a fort in Aquada bay; which he destroyed, together with the privateer. He afterwards landed a party of seamen and marines, who spiked up the guns, demolished the carriages, and burnt the guard-houses, bringing off the Spanish colours. This service was performed with the loss of only one man; but about two hundred of the Spaniards were slain.

Commodore Warren commanded the squadron on the Leeward Island station, whose cruizers were also very successful.

The captures in the course of this year:

Spanish ships taken in Europe, 51—in America, 95—total, 146.

British ships taken in ditto, 136—in ditto, 126—total, 262.

The

The value of the Spanish ships taken, including the Acapulco ship, by Commodore Anson	} £ 751,000	A.D. 1743
The value of the British ships taken		
	567,000	
Balance in favour of Great Britain	<u>184,000</u>	

OCCURRENCES AT HOME.

In January a French fleet which had been equipped at Brest, consisting of twenty-three sail of men of war*, entered the channel, with a view of sailing to Dunkirk, where it was to have been joined by a fleet of transports, having on board Charles Edward, son to the Pretender, and an army of 20,000 men, for the purpose of invading Britain, and supporting his claim to the crown. 1744

The British ministry, who had been well informed of these measures, equipped a superior fleet†, which was placed under the command of Sir John Norris, and ordered to the Downs in time to frustrate their plans. On the 24th of February the admiral was informed by one of his cruizers, that the French fleet had anchored off Dungeness; upon which he instantly made the signal to weigh, and the wind being contrary, he beat down with the ebb tide, which unfortunately failed when he had reached within two leagues of the enemy, and he was obliged to anchor. The French admiral seeing the British fleet so much superior, was determined to avoid an engagement; he therefore got under sail at sun-set and stood down channel. Soon after a strong gale sprung up from the N. W. which increasing to a storm favoured their escape, and they arrived at Brest in a most crippled condition. Several of the transports at Dunkirk foundered, and others were driven ashore, by which many lives were lost. Sir John Norris returned with the fleet to the Downs, which had also felt the bad effects of this storm.

On the 20th of March France made a formal declaration of war against Great Britain; and on the 31st of the same month it was declared by Great Britain against France.

On the 3d of April his majesty published a declaration

* Appendix, Chap. II. No. 30.

† Appendix, Chap. II. No. 31.

A.D. 1744 for the encouragement of the officers and crews of his ships of war, privateers, and letters of marque, by which the property of all prizes taken by the first was to belong solely to the captors; and the share of prize-money belonging to the two last mentioned was to be regulated by the agreements made with the owners of such ships. Also all unclaimed shares at the expiration of three years were to go to the royal hospital at Greenwich.

On the 18th of April Sir Charles Hardy sailed from St. Helen's with a squadron of ships of war*, having under his convoy the trade to the coast of Portugal, and store-ships for Gibraltar and the Mediterranean. On the 27th the Dreadnought and Grampus chased from the fleet; when, after a pursuit of fifty hours, they came up with and took La Médée, French frigate of 26 guns and 240 men, commanded by M. d'Hocquart.

Early in the morning, on the 8th of May, Sir Charles Hardy made the Northumberland's signal to chase a sail; but not to part company with the fleet. In the afternoon Captain Watson discovered three French ships of war†; and instead of making their force known to the admiral, or returning to rejoin the fleet, he continued the chase. The enemy's ships were at some distance from each other; at five o'clock Captain Watson began to engage the Mars; but instead of bringing to, to attack her, by which she might have been disabled, or compelled to strike, he bore down to the Content; this gave the enemy an opportunity to unite and bring their whole force into action. Captain Watson maintained a most bloody and severe contest for three hours, when the wheel being shot to pieces, and the men at it killed; the ship flew up in the wind, and became ungovernable, just at this time he received a mortal wound, and before a lieutenant could get on the quarter-deck to assume the command, the master had ordered the colours to be struck. On board the Northumberland 18 men were killed, and 30 wounded. The enemy's loss was very considerable, 130 men being killed and wounded,

* Appendix, Chap. II. No. 32.

	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>		<i>Commanders.</i>
†	Mars	- 68	- 580	---	M. du Perrier
	Content	- 60	- 480	---	M. de Conflans
	Venus	- 26	- 250	---	M. D'Ache

These ships were bound to the West-Indies.

and

and their ships much damaged. They carried their prize in great triumph into Brest. A.D. 1744

When the officers and crew were released, they were tried by a court-martial, and most honourably acquitted, except the master, who was sentenced to be imprisoned for life in the Marshalsea.

On the 5th of May a small squadron, under the command of Commodore Curtis Barnet, sailed for the East-Indies*.

On the 20th of May Sir Charles Hardy returned with the remainder of his squadron to St. Helen's.

On the 15th of June Commodore Anson, in the Centurion, arrived at Spithead, from his voyage to the South Seas. The money and plate which she brought home was valued at 1,250,000*l.* it was carried to London in thirty waggons escorted by her crew.

On the 23d of June the following promotion of flag officers took place, viz.

Nicholas Haddock, Esq.	}	Admirals of the blue.
Sir Chaloner Ogle, Knt.		
James Stuart, Esq.	}	Vice-Admirals of the Red.
Sir Charles Hardy, Knt.		
Thomas Davers, Esq.	}	Vice-Admirals of the white.
Hon. George Clinton		
William Rowley, Esq.	}	Vice-Admirals of the blue.
William Martin, Esq.		
Isaac Townsend, Esq.		Rear-Admiral of the red.
Henry Medley, Esq.		Rear-admiral of the white.
George Anson, Esq.		Rear-Admiral of the blue.

It may be here necessary just to relate a few of the most remarkable occurrences which happened during the prosecution of Mr. Anson's voyage. It has already been observed, that Commodore Anson sailed from England on the 18th of September, 1740. On his arrival at Madeira on the 25th of October, he learnt from the governor, that a few days before seven or eight large ships had been seen to pass the island, which he believed to be the Spanish squadron, under

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>		<i>Commanders.</i>
* Deptford	60	415	---	{ Curtis Barnet, Esq. Commodore
				{ Captain J. Philipson
Medway	60	400	---	— Edward Peyton
Preston	50	300	---	— Earl of Northesk
Diamond	20	120	---	— John Moore

A.D. the command of Don Joseph Pizarro, sent out for the purpose of intercepting Mr. Anson*. Immediately upon receiving this information the commodore hired a fast sailing sloop, and dispatched an officer in her to look out seven or eight leagues to the westward in hopes of discovering them, and to reconnoitre their force; but he returned without being able to get sight of them. During the commodore's stay at Madeira, Captain Norris being in a bad state of health, was permitted to return to England. Captain M. Mitchell was appointed to command the Gloucester; Captain Kidd, to the Pearl; the honourable Captain George Murray to the Wager; and Lieutenant Cheap to the Tryal sloop. On the 3d of November the squadron sailed from Madeira, and on the 21st it arrived at St. Catherines, on the coast of Brazil, in a very sickly condition. On the 18th of January, 1741, the sick being greatly re-established in their health, the commodore put to sea, and three days after the squadron was separated in a violent storm. On the 23d they all joined again, except the Pearl, which after a month's absence also rejoined. The two squadrons were so near each other, that the Pearl fell in with Don Pizarro's, and mistaking it for his own, had arrived within gun shot before he discovered his error, and with difficulty escaped. Her commander, Captain Kidd, dying, the commodore appointed the honourable Captain George Murray to succeed him, Captain Cheap to the Wager, and Lieutenant Charles Saunders to the Tryal sloop.

On the 18th of February the squadron arrived at St. Julians; here the Tryal took in a new main-mast, and the other ships repaired the damages they had sustained in a heavy gale of wind. On the 27th of the same month the commodore again stood to sea; and on the 7th of March they opened the straits of Le Maire, with the wind and current in their favour, which flattered them with hopes of a speedy passage round Cape Horn; these hopes were soon blasted, the wind and current suddenly turning against them, they were driven back, and began to encounter unparalleled dangers and difficulties. On the 24th of April the squadron was entirely separated in a violent tempest. An unabating succession of these storms had

* Appendix, Chap. II. No. 17.

worn the crews down with fatigue; in addition to this A.D. evil, the scurvy had begun to make dreadful havock among 1744 them. The Centurion alone in this month lost forty-three men, and double that number in May. So great were the mortality and sickness, that on her arrival at Juan Fernandez on the 10th of June, only two hundred men were on board, and out of this number not more than two quarter-masters and six foremast-men could be found capable to stand the deck, neither would it have been possible to have worked the ship without the assistance of the officers, servants, and boys. On the 12th the Tryal sloop arrived in an equally deplorable state, having only three men besides Captain Saunders and his lieutenant fit for duty. On the 23d of July the Gloucester also joined, after having been buffeted about near a month in sight of the harbour, nor could she then have accomplished getting in, but for the assistance she received from the Centurion and Tryal; to such a miserable state was she reduced, that she had not men enough on board to trim the sails, and even these poor wretches must have soon perished for want of water, their whole stock being nearly exhausted. On the 16th of August, to the great joy of the commodore and the rest of his fellow-sufferers, the Anna Pink arrived with the stores and provisions; she had likewise undergone a series of disasters, having narrowly escaped the horrors of shipwreck on the coast of Chili. The fate of the Wager was, if possible, still more lamentable. On the 14th of May they discovered the land in the latitude of 47 degrees south, the wind and current setting them fast in, baffled every effort of Captain Cheap and his crew in their endeavours to clear it, and the ship was driven ashore between two small islands not far from the continent. A majority of the men, considering themselves no longer under the authority of their officers, were guilty of the greatest excesses and acts of mutiny; their leader, Cozens, a midshipman, was shot by Captain Cheap. This for a time checked the spirit of discontent; but soon after the captain having had the long-boat lengthened, proposed going in her to Juan Fernandez; this was strongly opposed by the mutineers, who were resolved to go to the coast of Brazil. In order to execute their plan; on the 13th of October they seized the long-boat and cutter, and about eighty, headed by Mr. Bulkeley, put to sea, leaving the barge
O 4
and

A.D. and yawl for Captain Cheap and the remaining eighteen.
 1744 On the 14th of December the captain and his companions embarked in the two boats, and shaped their course to the northward; the storms they encountered obliged them to throw overboard a great part of their provisions, which made it necessary frequently to put on shore in search of a fresh supply; once, while on an excursion of this kind, the yawl sunk, and the men in her were drowned; by this accident they were under the painful necessity of leaving four marines on a desolate shore, as the barge was too small to contain the whole party. They again put to sea, but meeting with a continuance of tempestuous weather, were obliged to put back to Wager's island; where they arrived about the middle of February, almost perished with hunger and fatigue. Not long after two canoes came to the island, in one was an Indian who could speak a little Spanish; the surgeon fortunately understanding that language, made a bargain with the Indian to conduct them to Chiloe. On the 6th of March the whole party embarked in the barge, taking with them the two Indians. A few days after Captain Cheap and his officers* being on shore, the six men that were left in the boat put off and stood to sea, taking with them one of the Indians; but luckily not the one who was their guide, he being at this time fishing in his canoe. On his return he shewed great alarm for the fate of his companion; but being at last pacified, he procured canoes, and conveyed them safe to Chiloe; where they were received and treated by the Spaniards with great humanity†.

But to return to Mr. Anson, whom we left at Juan Fernandez, where he unloaded the *Anna Pink*, and ordered her to be broken up, and her crew put on board the *Gloucester*‡. Early in September the ships being refitted, and the sick greatly recovered, the Commodore proceeded to sea. On the 24th he joined the *Tryal* off Valparaiso,

* Lieutenant Hamilton of the marines; Mr. Elliot, the surgeon, who died before they reached Chiloe; Mr. Campbell, and the hon. Mr. Byron, midshipman.

† In the year 1768 Admiral Byron published a narrative of the *Wager's* shipwreck.

‡ She had only eighty-two sailors alive out of three hundred, and two marines out of forty-eight; all the invalids perished.

The *Centurion* buried two hundred and ninety-two since her departure from England.

Captain Saunders had taken a ship of 600 tons, having on board 5000*l.* in specie, besides merchandize. The Tryal became so very leaky, that the Commodore ordered her people to be put on board the prize, and she was sunk. A.D. 1744

They were so fortunate as to take several vessels off the coast of Chili; from the prisoners they learnt of the disastrous fate of Pizarro's squadron. On the 10th of November the Centurion captured a rich Spanish ship; among the passengers was an Irishman who had travelled over New Spain as a pedlar. From him Mr. Anson received advice, that the governor of Paita expecting a visit from the English, was removing the treasures of the place up the country. This determined the Commodore to proceed with the utmost expedition off Paita; and lest the Spaniards should be alarmed by the appearance of the ships, he dispatched Lieutenant Brett, with the boats manned and armed, who under cover of a dark night, landed and carried the town with very little opposition. The Spaniards, terrified, fled into the country half naked. The sailors breaking open the houses for plunder, decked themselves out in the rich Spanish dresses, and made so grotesque an appearance, that when Mr. Brett saw them, he scarcely could believe they were his own people. After securing the treasure, which amounted to about 30,000*l.* Mr. Brett set fire to the town. Three vessels belonging to the merchants, and two of the Viceroy's galleys, were sunk. The Solidad, which was the largest and best ship taken, the Commodore kept with him, and appointed Lieutenant Hughes, late of the Tryal, to command her.

On the 16th of November the commodore sailed with his prizes from Paita, and on the 18th was joined by the Gloucester; she had taken two prizes, one a snow, with about 7000*l.* in specie on board; the other a large launch, whose crew, when the Gloucester's boat went on board, were eating their dinner off a service of plate, notwithstanding which they pleaded poverty; and declared that the jars they had on board contained nothing but cotton; upon these being removed on board the Gloucester, and narrowly examined, about 12,000*l.* were found in doubloons and dollars concealed among the cotton.

Some papers which Mr. Anson had found on board a prize, informed him of the expedition against Carthagena having failed; he therefore gave up all thoughts of making an

A.D. 1744 an attack on Panama ; and proceed to cruize in the track of the galleon expected from Manilla, bound to Acapulco. The *Solidad* and *Teresa* failing so ill, as greatly to retard the progress of the squadron, the commodore ordered them to be burnt. On his arrival off Acapulco, he learnt that the galleon had got safe in, but that she was soon expected to sail again ; this information induced the commodore to keep his station ; but no galleon appearing, and the ships beginning to be in great want of water, he steered for Chequeton* to get a fresh supply. The crews of the *Centurion* and *Gloucester* were now so much reduced, that the commodore found it necessary to destroy the other three prizes, and divide their people between the two ships.

On the 28th of April, 1742, they sailed from Chequeton, the ships being destitute of every article of stores, and other necessaries, Mr. Anson was resolved to give up for the present his object of intercepting the galleon, and to steer for the river Canton, in China. In August the *Gloucester* was become almost a complete wreck, from the tempestuous weather which they encountered ; the *Centurion* had also sprung a dangerous leak. Captain Mitchell finding it no longer possible to keep the *Gloucester* afloat ; and having only sixteen men and eleven boys fit for duty, represented her wretched and miserable state to the commodore, who ordered them to be taken on board the *Centurion*, together with what money, goods and stores could be saved ; and on the 15th of the month she was burnt.

On the 26th three of the Ladrone islands were discovered ; and on the same day they anchored at Tinian. The vast quantities of fruit and vegetables which were here procured, greatly contributed to the recovery of the sick, who were put on shore in tents. The incessant storms which blow on the coast of this island, render it very hazardous for ships to lie at anchor. The *Centurion* was twice driven to sea ; she was absent once fourteen days ; at this time the commodore and 130 of the crew were on shore, and began to despair of ever seeing her return. To prevent being exposed to a similar situation in future, he embarked with all his people. On the 21st of October they sailed from Tinian ; and on the 12th of November arrived

* About thirty leagues to the westward of Acapulco.

at Mocao. On the 19th of April, 1743, the Centurion ^{A.D.}
being refitted, the commodore proceeded to sea, with a ¹⁷⁴⁴
resolution of cruising off the Philippine islands, in hopes still
of being able to intercept the galleon. On the 20th of
June they were in sight of Cape Spirito Santo, and had the
good fortune on the morning of that day to discover their
long-looked for object bearing down upon them, with the
standard of Spain flying at her main top-mast head. An
engagement ensued, which lasted an hour and a half, within
pistol shot, when she struck, and proved to be the Nostra
Signora de Cabadango, having 36 guns mounted, and 550
men; sixty-seven of whom were killed, and eighty-four
wounded; among the latter was her commander Don
Jeronimo de Montero. Her cargo was valued at 400,000l.
sterling.

The Centurion had two men killed; a lieutenant and
sixteen wounded.

The commodore made his prize a post ship, and ap-
pointed Mr. Saumarez, his first lieutenant, to command
her. After securing his prisoners, he proceeded to the
river of Canton, and anchored off Mocao on the 12th of
July: from thence he sailed higher up the river, in order
more commodiously to refit his ship. On the 13th of
November Mr. Anson had an audience of the viceroy, who
gave directions for the ship to be supplied with provisions,
and all kind of necessaries. On the 7th of December he
dropped down the river to Macao, where the prize was
sold for six thousand dollars; on the 15th of the same
month he sailed for England; and arrived at Spithead on
the 15th of June, 1744; where Mr. Anson learnt of the
narrow escape he must have had from being taken by the
French fleet, which were cruising at the mouth of the
channel, and through which he must have passed in a fog.

The fate of the Spanish squadron which was sent out
under the command of Don Joseph Pizarro to intercept
Commodore Anson, can only be equalled by the calamities
each underwent; and it is difficult to decide whose situa-
tion was the most pitiable. This squadron, in addition to
the ravages of disease, suffered all the horrors of famine;
at one time it was reduced to such infinite distress, that
rats, when they could be caught, were sold for four dollars
a piece; and a sailor, to conceal the death of his brother,
lay four days in the same hammock with the corpse, that he
might

A.D. might receive his allowance of provisions. The *Asia* was
 1744 the only ship out of the squadron that returned to Europe.*

In consequence of a letter which his majesty had written to the States General, to request the aid of a naval force, as stipulated by treaty, they gave directions for twenty sail of men of war† to be equipped; they shortly after arrived at Spithead, and joined the fleet under Sir John Balchen. Early in June Vice-Admiral Martin was sent with a squadron‡ to cruize at the entrance of the channel. Soon after intelligence was received that the victuallers and store-ships, which had sailed under convoy of Sir Charles Hardy, were blocked up in the Tagus by a French squadron under the command of M. de Rochambeau. Sir John Balchen was immediately ordered to sea with the English and part of the Dutch fleet:§ he sailed from St. Helens on the 28th of July; and on his arrival off the Tagus, he learnt that M. de Rochambeau had notice of his approach, and retired with his fleet to Cadiz. Sir John Balchen saw the store ships safe into Gibraltar, and then steered for England. On the 3d of October the fleet was overtaken by a violent storm, in which several of the ships were much shattered; the *Exeter* lost her main and mizen mast, and was under the necessity of throwing twelve of her guns overboard to prevent her from sinking. On the 4th the *Victory* separated from the fleet, and was never more heard of. It is supposed that she struck upon a ridge of rocks off the Caskets; as from the testimony of the men who attend the lights, and the inhabitants of the island of Alderney, many guns were heard on the nights of the 4th and 5th of October, but the weather was too tempestuous to hazard boats out to their assistance. In this ship perished near one thousand men, besides fifty volunteers, sons of the first nobility and gentry in the kingdom.

The King, as a reward for the faithful services of Sir John Balchen, settled a pension of 500l. per annum on his widow.

On the 10th of October Vice-Admiral Stewart arrived with the rest of the fleet in Plymouth Sound.

On the 24th of February Captain Bury, in the *Solebay*, took, after an action of near four hours, a Spanish register

* Appendix, Chap. II. No. 17.

† Appendix, Chap. II. No. 33.

‡ Appendix, Chap. II. No. 34.

§ Appendix, Chap. II. No. 35.

ship from Vera Cruz bound to Cadiz; she had twenty-six guns mounted, and 140 men, seven of whom were killed, and twenty wounded; she had on board, exclusive of merchandize, 190,000 heavy dollars. The Solebay had seven men wounded. In the summer the Solebay was captured, with eleven sail of merchantmen under her convoy, by the French squadron in the bay under M. de Rochambeau, who also took the Seaford, of 20 guns, Captain Pye, and the Grampus sloop, Captain Collins.

On the 29th of July, the Hound sloop, Captain William Gordon, took, after a severe action of an hour and a half, a Dunkirk privateer of ten guns, nine swivels, and eighty-one men, five of whom were killed, and many wounded. For this action Captain Gordon was made post.

On the 21st of September, the Colchester of fifty guns, and three hundred men, on her passage from the Nore to the Downs, struck upon the sands between the Longsand Head and the Kentish Knock, where she was totally lost. A lieutenant and forty men perished: the remainder of the crew were saved by some fishing boats. The pilot, through whose ignorance the ship was lost, was sentenced by a court-martial to two years imprisonment in the Marshalsea.

On the 29th of November the Rye, of twenty guns, Captain Ormond Thompson, was lost near Yarmouth; the crew were saved.

In December an alteration took place at the board of admiralty.*

MEDITERRANEAN.

While Admiral Matthews was at the Court of Turin in the public service, he received advice that a French fleet of eleven sail of the line, and ten frigates, had sailed from Brest, for the purpose of forming a junction with the squadron under M. de Court, at Toulon, and thereby favour the escape of the Spanish fleet, still blocked up in that port.

Admiral Matthews immediately repaired to Villa Franca; and on the 3d of January he joined Vice-Admiral Lestock in Hieres bay. The British fleet at this time consisted of sixteen sail of the line, and four ships of fifty guns each; a few days after the admiral received a reinforcement.†

* Appendix, Chap. IV. No. 1.

† Appendix, Chap. II. No. 36.

A.D. 1744 On the 9th of February, the combined fleets were observed standing out of Toulon road, formed in a line of battle.* At ten o'clock Admiral Matthews made the signal to weigh, and half an hour after to form the line of battle a-head. The British fleet continued plying to windward between the islands and the main all the afternoon; but the confederate fleets not choosing to bear down, the admiral at night returned to his anchorage in the bay.

At day-break on the 10th the signal was made to weigh, and the fleet stood out to sea in the line a-breast. Both fleets did nothing more than manœuvre in sight of each other the whole of this day.

On the 11th Admiral Matthews began to suspect that M. de Court had in view to decoy the British fleet towards the Straits mouth, where there was a probability of his being joined by the Brest squadron. In order to counteract the design of the French admiral, he was determined to endeavour to bring him to action without loss of time, accordingly at half past eleven he made the signal to engage. The fleets at this time were at such a distance from each other, that it was one o'clock in the afternoon before the *Namur* got a-breast of the *Real*, and Rear-Admiral Rowley, in the *Barfleur*, a-breast of the *Terrible*, M. de Court's ship, who was in the center of the confederate fleet. Admiral Matthews finding that he could not bring up his van with the van of the enemy, on account of the superior sailing of the French ships, at half past one o'clock bore down within pistol shot, and began to engage the Spanish admiral with the greatest intrepidity; at the same time Rear-Admiral Rowley opened a heavy fire on the *Terrible*. Vice-Admiral Lestock used every effort in his power to get up to the assistance of the center; but there being little wind, with a great swell, he could make but little way, and was unavoidably thrown out from having any share in the engagement. Admiral Matthews was nobly supported by his seconds, the *Marlborough*, Captain Cornwall, and the *Norfolk*, the honourable Captain Forbes. Rear-Admiral Rowley was not less ably supported, by Captain Osborne in the *Princess Caroline*. Captain Hawke, in the *Berwick*, displayed uncommon bravery; observing the *Poder* to fire very briskly at several of the British ships,

* Appendix, Chap. II. No. 36.

without their making any effectual return, he most gallantly bore out of the line, and brought her to close action. The first broadside dismounted seven of the Poder's lower deck guns, and killed twenty of her men; not long after all her masts went by the board, and she struck her colours. The Norfolk obliged the Constant to quit the line, but she was too much disabled to pursue her. The Marlborough was still more crippled, her main and mizen masts were both shot away; their fall put an end to the existence of her most gallant commander, who, a few minutes before had his legs shot off. Lieutenant Cornwall (his nephew) supported the action after the death of his uncle, with becoming good conduct and bravery, until his right arm was shot off.

By this time the Spanish Admiral in the Real, was lying a perfect wreck; his seconds beat out of the line and unable to support him; in this situation Admiral Matthews made a signal for the Ann galley fire-ship to go down and burn the Real; and for the boats of his division to tow the Marlborough out of the line. At four o'clock the Ann galley bore down on the Spanish admiral, who opened an incessant fire upon her; Captain Mackay ordered all his people off the deck, and boldly steered the ship himself, with the match in his hand; as he approached he found the enemy's shot had had such an effect that the ship was fast sinking; at the same time observing a large Spanish launch rowing towards him, he ordered his guns to be discharged at her, when, on a sudden, the fire-ship appeared in a blaze, and she almost instantly blew up, but at too great a distance either to damage or grapple the Real. Her gallant commander, with his lieutenant, gunner, mate, and two quarter-masters, perished.

M. de Court seeing the perilous situation of Don Navarro, ceased engaging Rear Admiral Rowley; and with his division repaired to the assistance of the Spanish squadron. The rear-admiral tacked and pursued him; just about this time Admiral Matthews hauled down the signal for battle, and night put an end to the contest, which had been partial and severe. The Namur was so much shattered, that the admiral shifted his flag to the Ruffel. The Poder being unable to keep up with the fleet, was retaken in the night by the French squadron.

At day-light on the 12th the enemy's fleet were observed to

A. D. to leeward going off, with their disabled ships in tow.
 1744 Admiral Matthews made the signal for a general chase, and soon after to draw into a line of battle a-breast. The enemy perceiving the British fleet coming fast up with them, cast off and abandoned the Poder, first setting fire to her, and she shortly after blew up. At half past five in the evening it fell little wind, and there being no prospect of getting up with the enemy before dark, the admiral brought the fleet to.

On the 13th in the morning the admiral made the signal for Vice-Admiral Lestock and his division to chase above twenty sail of the enemy, which were seen in the W. S. W. The vice-admiral came up fast with them; and had not the commander in chief made the signal to recal ships in chase, the enemy must very shortly have either cast off their crippled ships, or risked a general engagement. Admiral Matthews assigned as a reason for this conduct, that had he continued the pursuit, he might have been drawn too far down the Mediterranean, and in that case have left the coast of Italy unprotected, and deviated from his instructions. The fleet kept the sea a few days longer, and then proceeded to Mahon harbour. On its arrival, Admiral Matthews suspended Vice-Admiral Lestock from his command, and sent him to England.

The loss sustained by the British fleet in this unfortunate action, was ninety-two men killed, and 185 wounded, besides those who perished in the fire-ship. Captain Cornwall,* of the Marlborough, Captain Godfrey, of the Marines, and Mr. Cotton, the master of the same ship, were killed. Captain Ruffel, of the Namur, was mortally wounded.

The slaughter on board of the combined fleets was much more considerable. The Real had 500 men either killed or wounded; the Neptune 200; the Isabella, 300; and the other ships in proportion as they shared in the action. The officers killed were, Don Nicholas Geraldine, Captain of the Real; Don Henry Olivarez, Captain of the Neptune; and his first lieutenant. Admiral Navarro received two slight wounds.

On the return of the combined fleet into port, Don Navarro expressed himself to the Spanish ministry so much

* A very handsome monument is erected in Westminster Abbey at the public expence, to perpetuate the memory of this brave man.

dissatisfied

dissatisfied with the conduct of M. de Court, that on a complaint made to the French government, that old officer (near eighty years of age) was superseded in the command of the fleet. A.D
1744

While Admiral Matthews was at Minorca refitting, he dispatched those ships which were least disabled to cruise on the coast of Italy, to prevent any supplies being sent to the Spanish army. On the 21st of May Captain Norris in the *Essex*, destroyed several armed xebèques and settees, laden with stores, provisions, and ammunition, bound to Antibes, which had taken shelter in Cassi creek.

On the 13th of June the admiral was in a state to put to sea himself with most of the fleet, and cruized on the coasts of France and Spain, where he took and destroyed several vessels belonging to the enemy laden with provisions and ammunition. During the admiral's being at sea, orders arrived for him to return to England; and on the 8th of September he resigned the command of the fleet to Rear-Admiral Rowley, who continued the remainder of the year to cruise against, and watch the motions of the French and Spanish fleets.

NORTH AMERICA.

The cruizers on this station performed no very essential service. In the summer M. de Quenel, the governor of Cape Breton, fitted out a small armament, and sent it from Louisbourg to attack Canso, which being only garrisoned by one company of the 40th regiment, was obliged to surrender.

Commodore Charles Hardy commanded the Squadron at Newfoundland. The *Kinsale*, of forty guns, Captain Young, captured in the harbour of Fishoffe, five large French armed ships, laden with fish and oil.* The enemy defended themselves for five hours and a half against the *Kinsale's* tender, but was at length obliged to submit, with

<i>Ships.</i>		<i>Guns.</i>		<i>Men.</i>
* <i>Marquis de Se</i>	-	14	-	86
<i>Jafon,</i>	-	14	-	80
<i>St. Dennis,</i>	-	14	-	53
<i>Moderate,</i>	-	12	-	75
<i>Duc de Penthièvre,</i>		12	-	48
Total		66		342
		P		

the

A.D. the loss of a number of men. The tender had 10 men
1744 killed and 30 wounded.

The *Loo*, of 40 guns, Captain Tutting, with her prize, were lost on the Bahama islands, their crews were saved. The *Astrea* of 20 guns, Captain Swanton, was burnt by accident, lying at anchor in the harbour of Piscataway, the crew was saved.

WEST INDIES.

The squadron, under the command of Sir Chaloner Ogle, at Jamaica, was too much reduced to attempt any enterprize of importance, nor could he prevent Admiral De Torres from getting out of the Havannah with five galleons, worth 15,000,000 of piasters, which he convoyed in safety to Corunna. His cruizers were however active, and picked up some good prizes.

Lieutenant George Elliot, who commanded the *Rippon* (in the absence of her captain who was sick) captured the *Conde de Chinchon*, Spanish ship of war of 18 guns, but pierced for 24, 12 swivels, and 145 men; she had on board 1200 chests of quicksilver, besides other rich merchandize. This ship was taken into the service, and Mr. Elliot appointed to command her.

The *Falmouth* and *St. Albans*, commanded by the Captains Colby and Knight, captured two Spanish ships valued at 46,875l.

In January, the convoy on its passage home was overtaken by a violent storm in the gulph of Florida, in which the *Orford*, of 70 guns, Captain Parry Mayne, was lost; the crew were saved by the ships in company.

On the 20th of October the island of Jamaica was visited by a most dreadful hurricane, which did considerable mischief to the greatest part of the island; the town of Port Royal was almost destroyed, the new fort at Musquito Point was entirely demolished, and several houses and other buildings at Kingston were blown down. Sir Chaloner Ogle was fortunately at this time out on a cruise with the greatest part of the fleet; but the eight remaining ships of war* in the harbour were driven ashore, and five of

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>	
* <i>Prince of Orange</i>	60	400	- Capt. M. Stapylton	{ driven ashore, but got off again Greenwich
<i>Montague</i>	60	400	- ---	

of them wrecked; ninety-six merchantmen shared the same fate. A.D. 1744

Commodore Peter Warren commanded the squadron at the Leeward islands*, whose cruizers were very successful. They captured from the 12th of February to the 24th of June twenty-four large vessels and valuable prizes, carrying 202 guns, 832 men, and 4332 tons.

The Weymouth, of 60 guns, Captain Calmady, was lost on a shoal near Antigua; the crew were saved. It appearing at the court-martial that the ship was lost through the ignorance of the pilot, he was sentenced to be imprisoned two years in the Marshalsea.

The Lyme, of 20 guns, Captain Burcher, on her passage home with the convoy from the Leeward islands, foundered, and all on board perished.

Captures made in the course of this year.

Spanish ships taken in Europe 119, in America 75,

Total 194

French taken in Europe and America 346

British ships taken by the Spaniards in Europe and America - - - 122

British ships taken by the French in Europe and America - - - 228

The losses which the Spaniards sustained, including the captures made by Commodore Anson in the South Seas, will amount to nearly 1,000,000*l.* in favour of Britain.

The French estimate their loss at - 1,211,000*l.*

Add to this the prizes made by Commodore Barnet in the East-Indies } 360,000*l.*

Making in all - - - 1,571,000*l.*

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>	
Greenwich	50	300 -	Allen	{ lost; Capt. Lieut. Battersworth, and 70 men perished
St. Albans	50	300 -	J. Knight	{ entirely lost, the crew saved
Experiment	20	125 -	P. Denis	{ driven ashore, but got off again
Bonetta	12	100 -	W. Lee	{ entirely lost, their crews saved
Thunder, bomb	8	45 -	W. Burnaby	{
Lark, hulk		100 -		{ lost, and all perished,

* Appendix, Chap. II. No. 37.

A.D.	The value of the prizes taken from Bri-	}	798,000l.
1744	tain by France amounted to -		
	Balance in favour of Britain -		773,000l.

OCCURRENCES AT HOME.

1745 Very early in the year the parliament voted for the sea service 2,286,253l. 15s. for 40,000 seamen and 11,550 marines; 200,479l. 9s. 10d. for the ordinary of the navy. The whole sum granted for this year was 7,088,353l. 10s. 10d.

In February Rear-Admiral Medley sailed from Spithead with seven ships of war to reinforce the fleet in the Mediterranean*.

Vice-Admiral Martin cruized with a squadron in the chops of the channel. On the 26th of March he fell in with and captured the Panther, a French ship of war of 20 guns, and 260 men, commanded by M. de Keruzaret, and five sail of French merchant ships from the West-Indies.

On the 20th of February the Chester and Sutherland, commanded by Captains Geary and Brett, captured the Elephant, French ship of war of 20 guns, and 134 men, commanded by M. Sellet.

On the 23d of April the following promotion of flag officers took place, viz.

Edward Vernon, Esq. admiral of the white

Thomas Stewart, Esq.

Thomas Davers, Esq.

Hon. George Clinton,

William Rowley, Esq.

William Martin, Esq.

Isaac Townsend, Esq.

Henry Medley, Esq.

Lord Vere Beauclerk, Rear-admiral of the red

George Anson, Esq. Rear-admiral of the white

Perry Mayne, Esq. Rear-admiral of the blue

On the 22d of April the Anglesea, of 40 guns, and 250 men, commanded by Captain Jacob Elton, was taken in the channel by L'Apollon, French privateer of 50 guns

* Appendix, Chap. II. No. 38.

and 500 men, after a most severe action, in which Captain Elton and his first lieutenant were killed; the ship much disabled, and above 60 of the crew killed or wounded. Mr. Barker Phillips, second lieutenant, who had surrendered the ship to the enemy, was on his return to England, tried by a court-martial, held on board the Duke at Spithead, and sentenced to be shot; which sentence, on the 19th of July, was put in execution on board the Princess Royal at Spithead. A.D. 1745

The failure of the engagement off Toulon last year was productive of great clamour and discontent, which terminated in enquiries being made, not only into the conduct of the Admirals Matthews and Lestock, but also into that of many captains and officers in the fleet.

Several officers were examined at the bar of the house of commons, relative to the conduct of these admirals in the Mediterranean; after which the house came to the resolution of addressing his majesty on the subject; accordingly the commons waited on the king at St. James's, when the Speaker requested, "That he would be graciously pleased to give directions that a court-martial may be held, in the most speedy and solemn manner, to enquire into the conduct of Admiral Matthews, Vice-admiral Lestock, Captains Burnish, Norris, Williams, Ambrose, Frogmore, and Dilke, in and relating to the late engagement between his majesty's fleet and the combined fleets of France and Spain off Toulon, and the lieutenants of his majesty's ship the Dorsetshire, then aboard, and all other officers, who are, or shall be charged with any misconduct in that action, and to try them for the same; and that his majesty would be pleased to appoint a proper person or persons to collect all the evidence necessary for the trials of the said several commanders and officers, and to prosecute them effectually, in order to bring those to condign punishment, through whose misconduct it shall be found that such discredit has been brought upon his majesty's arms, the honour of the nation sacrificed, and such an opportunity lost of doing the most important service to the common cause."

In consequence of this address, his majesty issued orders to the board of admiralty to assemble courts-martial as soon as possible for the trial of these accused officers. Accord-

A.D. 1745 ingly on the 23d of September a court-martial assembled on board the London, at Chatham, composed of the following members, viz.

President.

Sir Chaloner Ogle, Knt. admiral of the blue
Perry Mayne, Esq. rear-admiral of the blue
William Smith, Esq. commodore

Captains.

William Parry	Francis Geary
Charles Wyndham	Smith Callis
William Chambers	George Bridges Rodney
James Rentone	Robert Erskine
Robert Allen	John Pittman
Thomas Frankland	Edward Spragge
Sir William Hewit, Bart.	Robert Swinton
Charles Colby	Hon. Archibald Stewart
Sheldrake Layton	George Elliot
Joseph Hamer	Sir Charles Molloy, Knt.
John Orme	

The four lieutenants of the Dorsetshire* were first tried, on a charge of having advised their captain, George Burrish, Esq. not to bear down upon the enemy; this not being proved, they were all acquitted.

On the 25th of the same month the court proceeded to the trial of Captain George Burrish of the Dorsetshire. Five charges were exhibited against him; part of each being proved, and that he had also deviated from the 12th and 13th articles of the fighting instructions; the court, on the 9th of October, adjudged him to be cashiered, and for ever rendered incapable of being an officer in his majesty's navy.

On the 10th of October, Captain Edmund Williams, of the Royal Oak, was tried upon four charges; all of them being proved in part; the court, in consideration of his long services, adjudged him as unfit to be employed any more at sea; at the same time recommended him to the admiralty to be continued on the half-pay list. He afterwards was appointed a superannuated rear-admiral in the year 1747.

* Henry Page,
Charles Davids,
William Griffiths,
Cornelius Smelt.

On the 18th of October the court proceeded to the trial of Captain John Ambrose, of the *Rupert*, on charges similar to those exhibited against Captain Williams; also for neglecting to cover and protect the *Ann Galley* fire-ship. The court found him guilty in part; but in consideration of his having ever borne the character of an active and vigilant officer; and that his failure in the action seemed to have arisen from mistake in judgement; the court only sentenced him to be cashiered during his majesty's pleasure, and mulcted of one year's pay for the use of the chest at Chatham. His majesty was pleased to restore him to his rank; and in the year 1747 he was put on the superannuated list of rear-admirals.

The charge of not bearing down and engaging the enemy closer being proved against Captain John Dilke of the *Chichester*, he was dismissed from the command of his ship, and put on the half-pay list.

Captain Frogmore, of the *Boyne*, was among the number of accused captains; but died on his passage to England.

The five following captains were at the same time tried on charges exhibited against them, by Vice-admiral Lestock, for misconduct in the action off Toulon, viz. Robert Pett, George Slaughter, Temple West, Thomas Cooper, and James Lloyd; the two first were acquitted; but the other three were cashiered; this sentence was considered as extremely hard. Many circumstances appearing greatly in their favour, and as they were esteemed good officers, and much respected in the navy, his majesty was pleased to restore them to their former rank in the service.

On the 9th of July the *Lion*, of 60 guns, and 400 men, commanded by Captain Piercy Brett, being on a cruize in the latitude of 47 degrees 17 minutes north, fell in with the *Elizabeth*, a French ship of war, of 64 guns and 600 men, and a small frigate, the latter having on board Prince Charles, son to the Pretender, and several officers of distinction, who were accompanying him, in order to support his efforts to land in Scotland. At five o'clock, in the evening, the *Lion* got within pistol shot of the *Elizabeth*, when a most obstinate battle began, and continued with great fury till ten; at which time the *Lion* had lost her mizen-masts; all her other masts and yards were so much wounded, and rigging and sails cut to pieces, that she became unmanageable. The *Elizabeth* not being so

A. D. much crippled in her rigging, her commander availed him-
 1745 self of the opportunity, set what sail he could, and got off. The Lion had forty five men killed, and 107 wounded; Captain Brett, with all the lieutenants and master, were among the wounded. The Elizabeth had her captain and sixty-four men killed, and 144 wounded; she was so much damaged, that it was with difficulty she reached Brest. After the action the frigate pursued her course, and landed Prince Charles at Lochabar on the 27th day of July.

In order to prevent succours being sent to the rebels from France, Admiral Vernon was ordered with a strong squadron to the Downs; and Rear-Admiral Bing* was sent with some ships to the coast of Scotland.

The Captains Mostyn, Griffin, Tooke, and Brett, having been much censured by the public for not continuing to pursue and engage two French ships of war, La Neptune, and La Fleuron, of seventy-four guns each, which they fell in with in the channel; demanded a court-martial to enquire into their conduct; but as nothing appeared to criminate them in the least, they were honourably acquitted.

The Pembroke, of sixty guns, on her passage down the river Medway from Chatham to Blackstake, was over-set and sunk by a sudden squall of wind; whereby seven officers, one hundred men, and many women were drowned. The ship was afterwards weighed up.

In November the Fox, of twenty guns, Captain Beaver, was wrecked near Dunbar, in Scotland, and all on board perished.

The British privateers were singularly fortunate this year in cruizing against the enemy. The Prince Frederick, of twenty-eight guns, and 250 men, commanded by Captain James Talbot, and the Duke, of twenty guns and 150 men, Captain Morecock, fell in with, on a cruize off the western islands, and after a most obstinate battle, took two large French ships, viz. the Marquis D'Antin, of 400 tons, twenty-four guns, and sixty eight men; and the Lewis Erasmus, of 500 tons, twenty-eight guns, and sixty-six men; a third which was in company, La Notre Dame de Deliverance, of twenty-two guns, and fifty men, escaped. These ships were from the South Seas, where they had been four years, and were

* Promoted to the rank of rear-admiral the 10th of August.

immensely rich. The privateers had a lieutenant and twelve men killed, and twenty-seven wounded. The enemy's loss was, both the captains, and seven men killed, and twelve men wounded. A.D. 1745

On the 30th of July, Captain Talbot arrived at Kinsale with his prizes; from whence he was convoyed by three men of war to Bristol. The treasure and plate taken out of them were put into forty-five waggons, and carried to London. Upon a division of the prize-money, each sailor's share amounted to 85ol.

The captains and crews of the privateers behaved with the greatest generosity to their prisoners, allowing them to keep all their valuable effects; and when they put the common men ashore, they distributed to each twenty guineas.

The conduct of the proprietors was also equally noble; their share amounted to 700,000l. which they received soon after the rebellion broke out, and made a voluntary tender of it to the government to prosecute the war; this was accepted, and an interest paid to the proprietors.

The Kouli Khan privateer, Captain Baker, took the St. Joseph N. S. de la Grenada, from Carthagen to the Havannah, worth 400,000l.

The Tigress privateer, Captain Bonner, took L'Aigle of 32 guns, and 150 men, valued at 50,000l.

The Surprise privateer, Captain Redmond, after an action of six hours, took a French East-India ship, which sunk the next day, from the number of shot in her hull; her cargo was valued at 150,000l.

An act of parliament was passed offering a reward of 20,000l. to any of his majesty's subjects, who shall find out and sail through any passage by sea between Hudson's bay, and the western and southern ocean of America.

MEDITERRANEAN.

On the 28th of January Captain Norris, of the Essex, having been accused by his officers* of bad behaviour in the action off

* Lieutenants Palliser
Jekyll.
Gore.
Peyton.

Toulon,

A.D. 1745 Toulon, was brought to a court martial, which assembled on board the *Torbay*, in Mahon harbour; Vice-Admiral Rowley sat as president. The court wished to have sworn Mr. Edward Jekyll, but he being the accuser of Captain Norris, refused. Several witnesses were examined; and on the 5th of February the court came to a determination not to proceed any further, doubting the authority they had, as Captain Norris had, by permission, some time before quitted the command of the *Essex*, and was then on half-pay. The matter was therefore referred to the Admiralty. The lieutenants of the *Essex* at the same time wrote a letter, complaining of the treatment they had received from the court. This affair was laid before the house of commons, who passed a heavy censure on the court-martial, for the partiality it had shewn; at the same time gave orders for Captain Norris to be sent home to take his trial in the same ship with the other captains. On his arrival at Gibraltar, conscious of the justness of the charges alledged against him, he retired into Spain, where he changed his name, and remained for ever in obscurity.

On the 10th of April Rear-Admiral Medley arrived at Minorca with a reinforcement from England. Soon after Vice-Admiral Rowley put to sea with twenty-four sail of the line,* and steered for Carthagená, to block up the Spanish fleet in that port; at the same time he detached Captain Osborne with twelve sail of the line, to watch the motions of the Brest fleet at Cadiz. This effectually prevented a junction of their fleets; and gave the British cruizers an opportunity of very much distressing the enemy's trade. The *Rochester* alone took eighteen sail of transports; and the same ship, in company with the *Lowestoffe*, near Naples, fell in with, and captured above forty sail of vessels laden with provisions and stores for the Spanish army.

The *Jersey*, of sixty guns, Captain Charles Hardy, being on a cruize off the Straits mouth, fell in with, and engaged the *St. Esprit*, a French ship of war of seventy-four guns, from half an hour past six in the evening, till nine, when she bore away for Cadiz, having lost her fore mast and bowsprit, and above twenty men killed. The *Jersey* was too much crippled to pursue her.

The republic of Genoa having openly declared its inten-

* Appendix, Chap. II No. 38.

tion of sending a large body of troops to assist the French A. D. and Spaniards, against our ally the queen of Hungary, Vice- 1745 Admiral Rowley detached Commodore Cooper with a strong squadron, to seize the ships of that state, and bombard their sea-port towns. Commodore Cooper effectually performed this service, by demolishing the greater part of the towns of Savona and Final, and laid that of St. Remo in ruins. The commodore proceeded from hence to the island of Corsica, to assist those islanders in throwing off the yoke of the Genoese. On the 17th of November the British squadron began to bombard and cannonade the town of Bastia, the capital of the island; the attack was made with so much fury, that by the 20th all the cannon were dismounted on the batteries, and the greater part of the town destroyed. The Marquis de Riverola, who commanded the malcontents, had made so successful an attack on the land side, that the Marquis de Mari, the governor, finding the place no longer tenable, abandoned the castle, and retired with the garrison to Calvi. Towards the close of the year the Genoese were dispossessed of the whole island excepting the towns of Calvi, Ajaccio, and Bonifacio.

On the 2d of August Vice-Admiral Isaac Townsend was ordered to proceed with eight ships of war* to reinforce the squadron in the West-Indies.

AMERICA.

Commodore Warren, who commanded at the Leeward Islands, received orders from the admiralty to proceed with what ships could be spared from the service on that station,† to the coast of North America, to assist at the reduction of Louisbourg. On the 22d of April the commodore arrived at Canso, where he found governor Shirley and Mr. William Pepperell, who had arrived there with a body of land forces, which were escorted from Boston by Captain Rous in the Shirley galley, and ten more stout privateers. On the 29th the commodore proceeded to execute his orders; and the next day the troops were landed in Gabarus bay, about four miles from Louisbourg, while the squadron cruized off the harbour to intercept any supplies that might

* Appendix, Chap. II. No. 38.

† Appendix, Chap. II. No. 39.

A.D. be sent out from France. On the 19th of May the com-
 1745 modore came up with, and after a short resistance, took
 the Vigilante, a fine new ship of sixty-four guns, com-
 manded by the Marquis de Maisonfort, which had been
 sent out with stores and provisions for the garrison at
 Louisbourg.

From the 22d of May to the 12th of June, the commo-
 dore received a considerable reinforcement of ships from
 England, he therefore resolved to push into the harbour, in
 order to co-operate with the army, and to make a general
 and vigorous attack on the forts; but on the 27th the go-
 vernor sent out and offered terms of capitulation. The
 next day the British troops took possession. Our loss
 amounted to 101 men killed, and thirty who died of sick-
 ness. The enemy had 300 men killed.

For the purpose of decoying the enemy into the harbour,
 the French colours were always hoisted whenever a sail was
 discovered; by which stratagem many valuable prizes were
 taken.*

When the news of the reduction of Louisbourg reached
 England, his majesty was pleased to promote Commodore
 Warren to the rank of rear-admiral of the blue. Governor
 Shirley, and Mr. William Pepperell, were each given a
 regiment, with the rank of colonel; the latter was also
 created a baronet of Great Britain.

For the essential service which Captain Rous had per-
 formed, his majesty directed the Shirley galley privateer, of
 twenty-four guns, to be purchased into the navy as a post
 ship, and Captain Rous appointed to command her.

The Rose, of twenty guns, and 125 men, commanded
 by Captain Thomas Frankland,† being on a cruise off the
 coast of South Carolina, fell in with, and after a severe and
 obstinate battle, took La Conception of twenty guns, and
 326 men, of whom 116 were killed, and forty wounded.
 The Rose had five men killed and thirteen wounded. This
 ship was from Carthagen, bound to the Havannah, and

* La Charmante, } from the East-Indies, valued at { 200,000l.
 L'Heron. } { 140,000l.
 La Notre Dame de Deliverance, South Seas, va- }
 lued at - - - - - { 600,000l.

This ship escaped from the Prince Frederick and Duke, privateers,
 when they captured the Marquis D'Antin, and Lewes Erasmus.

† Afterwards Admiral Sir Thomas Frankland.

proved a most valuable prize. Her cargo consisted of eight hundred serons of cocoa; sixty-eight chests of silver; gold and silver coin to a great amount; plate; a curious two wheeled chaise, the wheels, axletrees, &c. all of silver; diamonds, pearls, precious stones, gold, &c. It is related, that the quantity of money was so great, that the shares were delivered by weight, to save the trouble of counting it; and also, that after all, when the cargo was taken out of the ship, and she was put up to sale, the French captain, upon the promise of a reward from Captain Frankland, discovered to him 30,000 pistoles, which were concealed in a place that no one would have ever thought of finding any thing.

Captain Frankland presented the French captain with a thousand pistoles, which he considered as a poor reward for so great a discovery.

Another fortunate discovery was made by a little French boy, Captain Frankland had taken into his service; who made a complaint against one of the sailors for having taken from him a stick, which in appearance was of no value;—Captain Frankland recovered it for the boy; and on returning it, gave him a tap on the shoulder with it; hearing something rattle in the inside, Captain Frankland was induced to carry it into his cabin, and taking off the head of it, he found jewels, (according to the French captain's account) worth 20,000 pistoles. When the captain surrendered, he had given this stick to the boy in hopes of saving it, not imagining such a trifle would be ever noticed.

JAMAICA.

Vice-Admiral Davers succeeded Sir Chaloner Ogle in the command of the squadron on this station;* most of the large ships having returned to England, the admiral was only able to act on the defensive. The French had a strong squadron at Hispaniola, and the Spaniards another at the Havannah. His cruizers were, however, stationed so judiciously, that they made several very valuable captures.

Captain David Brodie, in the Merlin sloop of war of fourteen guns, and 100 men, was particularly active; he

* Appendix, Chap. II. No. 40.

took

A.D. took five French privateers, and one Spanish*. He
 1745 also attacked two Spanish Xebèques, each of equal force to the Merlin; after an obstinate engagement, he was obliged to retire. These vessels had been fitted out for the express purpose of taking the Merlin; they had some time before taken the *Blast* and *Achilles* sloops of war.

LEEWARD ISLANDS.

On the 28th of March, a French squadron, under the command of the Chevalier de Caylus, arrived at Martinico; this very much alarmed all the British islands; as the naval force left under the command of Commodore Knowles, was so much reduced, as to be scarcely able to afford protection to the trade, much less to cope with M. de Caylus, who, instead of attacking the British islands, took on board a reinforcement of men, and proceeded to Hispaniola. The French commodore detached two frigates and some privateers, with about seven hundred troops, under the command of M. La Touche, to make a descent on the little island of Anguilla; but Mr. Hodge, the governor, with the militia of the island, which did not exceed 150 men, maintained his ground with so much resolution, that he obliged them to retire with the loss of thirty-two men killed, twenty-five wounded, and fifty made prisoners.

On the 3d of October Vice-Admiral Townsend arrived off Martinico;† and there receiving intelligence of a French convoy which was expected from France with stores and provisions for the island, he continued to cruize with great vigilance till the 31st in the morning; when forty sail of French ships were discovered coming round the south end of the island, close under the shore. The vice-admiral finding that the French commodore endeavoured to avoid him, made the signal for a general chase; the merchant vessels instantly dispersed; above thirty of them were either taken or destroyed. The ships of war

<i>Ships.</i>		<i>Guns.</i>
* L'Union,	- -	16
La Vainquer,	- -	16
La Bacchus,	- -	16
Le Ferdinand,	- -	18
Le Petit Guave,	- -	14
St. Antonio,	- -	10

† Appendix, Chap. II. No. 41.

pushed

pushed for Fort Royal, and were so closely pursued that the Rubis, of 64 guns, was forced ashore by the Lenox; the Magnanime, of 80 guns, Commodore Macnamara, in hauling too close under the batteries for their protection, ran on a bank and was with difficulty saved.

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EAST INDIES.

Commodore Barnet disposed of his small squadron in the most judicious manner for intercepting the French and Spanish ships, which were coming from China and Manilla. He ordered the Medway and Diamond to cruise in the straits of Malacca; and with his own ship and the Preston proceeded to the straits of Sunda; where, on the 25th of January, he captured three French East-India ships, which he carried to Batavia, and sold them to the Dutch for 80,000*l.* though they were supposed to be well worth 350,000*l.*

The Medway and Diamond were not less successful on their station; arriving at Achen, on the island of Sumatra, they there captured a large French privateer, which was taken into the service as a forty gun ship, and called the Medway's prize. Soon after, while cruising in the straits of Malacca, they took a French ship from Manilla, having on board 72 chests of dollars, containing 3000 each, and two chests of gold, worth 30,000*l.* A Swedish ship, which they met, informed them of the success of Commodore Barnet; their cruise being expired, they proceeded with their prizes to Batavia, where they joined him. Soon after the Lively frigate, Captain Elliot, arrived from England, with orders for the commodore to station ships to cruise for the galleon expected from Acapulco to Manilla; but he was obliged to relinquish this plan, and sail to Madras, the governor and council of that presidency having requested his assistance and protection against the French, who were making great preparations at Mauritius.

Captures made in the course of this year.

Spaniards taken in Europe and America	127
French ditto	404

Total taken from the enemy	531
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British

A.D.	British taken by the Spaniards	-	102
1745	Ditto by the French	-	407
	Total taken from the British	-	<u>509</u>

OCCURRENCES AT HOME.

1746 In January the parliament voted for the sea service of the current year 40,000 seamen, and 12,000 marines. The whole supplies granted by parliament amounted to 7,250,000l.

In the same month Vice-admiral Martin was sent to command in the Downs, in the room of Admiral Vernon. Rear-admiral Bing being wanted, as a member on some courts-martial, was relieved on the coast of Scotland by Commodore Smith. Commodore Matthew Mitchell commanded on the coast of Flanders. And in the spring Commodore Griffin was sent with a reinforcement of ships to the East-Indies.

The Court-martial, which had adjourned at the close of the preceding year, assembled again on the 6th of May for the trial of Vice-admiral Lestock. It was held on board the Prince of Orange, at Deptford, and composed of the following members, viz.

Presidents.

Perry Mayne, Esq. Rear-admiral of the blue
Hon. John Bing, Rear-admiral of the blue.

Captains.

Hon. Edward Legge	John Orme
James Rentone	Thomas Frankland
Charles Colby	Hon. John Hamilton
Joseph Hamer	Sir Charles Molloy
Smith Callis	Robert Erskine
John Pitman	Charles Catford
Thomas Hanway	Edward Spragge.

On the 3d of June the evidence on both sides was closed, when the court passed the following sentence, which was read by the Judge Advocate, viz.

“ That the court were of opinion, that the information
 “ the charge was founded upon was not true; and that
 “ the evidence in support of the charge was not sufficient
 “ to make it good; and that many witnesses in support of
 “ the charge, as likewise those in the admiral’s defence,
 “ had

“ had refuted the whole. Therefore the court unani- A.D.
 “ mously acquitted Vice-admiral Lestock of the whole 1746
 “ and every part of the charge.”

Whilst this court-martial was sitting a very singular circumstance happened. On the 15th of May the president of the court was arrested by virtue of a writ of *capias*, issued out of the court of common pleas, in consequence of a verdict which had been obtained by Lieutenant George Fry, of the marines, against Sir Chaloner Ogle, Perry Mayne, and others, for false imprisonment and ill-treatment in the West-Indies, by means of an illegal sentence passed by a court-martial against him, of which they were members.

The members of the court were highly offended at their president being arrested, and without considering the superiority of the civil court, entered into resolutions, which were very severe and disrespectful against the lord chief justice; these, with a remonstrance, were forwarded to the lords of the admiralty. Their lordships laid the proceedings of the court-martial before his majesty, who ordered the Duke of Newcastle to write as follows to the lords of the admiralty, viz. “ That his majesty expressed great
 “ displeasure at the insult offered to the court-martial, by
 “ which the military discipline of the navy is so much af-
 “ fected; and the king highly disapproves of the behaviour
 “ of Lieutenant Fry on the occasion. His majesty has
 “ it under consideration what steps it may be adviseable
 “ to be taken on this incident.”

The chief justice no sooner heard of the resolutions of the court-martial, than he caused each individual member to be taken into custody, and was proceeding legally to assert and maintain the authority of his office, when the process was stopped by the following submissive apology being sent to the lord chief justice, signed by the president and all the members of the court.

“ As nothing is more becoming a gentleman than to
 “ acknowledge himself to be in the wrong, as soon as he
 “ is sensible he is so, and to be ready to make satisfaction
 “ to any person he has injured; we therefore, whose
 “ names are underwritten, being thoroughly convinced
 “ that we were entirely mistaken in the opinion we had
 “ conceived of Lord Chief Justice Willes, think our-
 “ selves obliged in honour, as well as justice, to make
 VOL. I. Q “ him

A. D. 1746 “ him satisfaction as far as it is in our power. And, as
 “ the injury we did him was of a public nature, we do
 “ in this public manner declare, that we are now satisfied,
 “ the reflections cast upon him in our resolutions of the
 “ 16th and 21st of May last, were unjust, unwarrantable,
 “ and without any foundation whatsoever; and we do ask
 “ pardon of his lordship, and of the court of common
 “ pleas, for the indignity offered both to him and the
 “ court.”

On the 16th of June the court-martial proceeded to the trial of Admiral Matthews. Fifteen charges were exhibited against him by Vice-admiral Lestock; most of them tending to prove, that through his misconduct, the failure of success of his majesty's fleet in the Mediterranean was principally owing.

The members composing the court were as follows:

President.

Perry Mayne, Esq. Rear-admiral of the blue

Hon. John Bing, Rear-admiral of the blue.

Captains.

Miles Stapleton

Sir Charles Molloy

Hon. Edward Legge

Callis Smith

James Rentone

John Pitman

Thomas Frankland

Charles Catford

Sir William Hewit

Thomas Hanway

Charles Colby

George Elliot

Hon. John Hamilton

Edward Sprage

Sheldrake Laton

John Orme

Joseph Hamer

From the number of witnesses to examine, and the frequent adjournments, the court did not pass sentence until the 22d of October, as follows, viz.

“ The court having examined the witnesses produced,
 “ as well in support of the charge as in behalf of the pri-
 “ soner; and having thoroughly considered their evi-
 “ dence, do unanimously resolve, That it appears thereby,
 “ that Thomas Matthews, Esq. by divers breaches of
 “ duty, was a principal cause of the miscarriage of his
 “ majesty's fleet in the Mediterranean, in the month of
 “ February 1744; and that he falls under the 14th article
 “ of an act of the 13th of Car. II. for establishing ar-
 “ ticles and orders for the regulating the better govern-
 “ ment of his majesty's navies, ships of war, and forces by
 “ sea;

“ sea ; and the court do unanimously think fit to adjudge
 “ the said Thomas Matthews to be cashiered, and ren-
 “ dered incapable of any employ in his majesty’s service.”

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This was in general considered a very severe sentence ; for although much blame may be attached to the conduct of Admiral Matthews, still the long animosity which had subsisted between him and Admiral Lestock must have operated very much to the prejudice of the service, and greatly contributed to the unfortunate miscarriage which happened.

On the 9th of February the Portland, of 50 guns, Captain Charles Stevens, took, after an obstinate engagement of two hours and a half, L’Auguste, a French ship of war of 50 guns and 470 men. The enemy’s ship was entirely dismasted, 50 men killed, and 94 wounded. The Portland had five killed, and 13 wounded. Her masts were much crippled, and the rigging and sails cut to pieces. L’Auguste was taken into the navy, and named the Portland’s prize.

Early in the spring an expedition was planned for the reduction of Quebec ; for this purpose a large body of land forces, under the command of Lieutenant-general St. Clair, was actually embarked on board a fleet of transports at Spithead, and a squadron of ships of war appointed to escort them to Quebec. For some unknown reasons, this armament was detained at Spithead, till the season was too far advanced to undertake any naval or military operations on the coast of America. The ministry therefore changed its destination, and resolved to make an immediate descent on the coast of Brittany. The command of the fleet on this expedition was conferred on Admiral Lestock*. On the 5th of August the ships of war and transports sailed from St. Helens ; but were forced into Plymouth Sound by contrary winds ; from whence they again sailed on the 14th of September, and reached the coast of France on the 19th. The object of this expedition was to endeavour to destroy Port L’Orient, where the French East-India Company fitted out their ships and deposited the greater part of their stores and merchandize. On the 20th, the troops and artillery were landed in a bay about ten miles from Port L’Orient, and proceeded on

* Appendix, Chap. II. No. 42.

A.D. 1746 their march, being very little annoyed by the enemy, except from a few skirmishing parties of the militia. On the 22d, the general took post not far from the town, and sent in a flag of truce, demanding the surrender of the place immediately. The inhabitants were so much terrified, lest the town should be destroyed, that the next morning they sent out three deputies to offer terms of capitulation, which were rejected by General St. Clair, who insisted that the place should surrender at discretion, and gave them three hours to consider of the matter. By this time the whole coast was alarmed; the enemy mounted several cannon on the ramparts, and were reinforced by a considerable body of regular troops, and prepared to make a vigorous defence. Had the general made an immediate attack the first night of his appearing before the town, it would have been carried without much difficulty. But the reduction of it was rendered impracticable by delay; and the British forces were in danger of having their retreat cut off from the fleet. Several councils of war were held, wherein it was resolved to reembark the troops, which was accomplished by the 30th; and as it was the opinion of the sea officers, that the fleet remaining any longer on the French coast would be attended with great danger, it was determined to proceed to Ireland.

During the reembarkation of the troops, Admiral Lestock, on the 1st of October, received a letter from Captain Leke, of the *Exeter*, (who had been sent to sound Quiberon bay) in which he gave so favourable an account of the anchorage, that the admiral was resolved, notwithstanding the opinion of the council of war, to proceed there with the fleet and army. On the 2d the fleet anchored in Quiberon bay, excepting some of the transports and a store-ship, which had been separated from the fleet by the badness of the weather, and were obliged to bear away for England. This diminution of force prevented any enterprize of importance being undertaken. The admiral and general therefore, after destroying the fortifications on the islands of Houat and Hedic, as well as those on the Peninsula, returned to England*.

The day before the admiral's arrival in Quiberon bay, Captain Leke, in the *Exeter*, with the *Pool* and *Tavistock*

* Beetsen's Naval and Military Memoirs, vol. i. page 310 to 326.
sloop,

sloop, had engaged and forced on shore L'Ardent, a French A.D. ship of war of 64 guns; she was afterwards set on fire and 1746 consumed, by the boats of the fleet. This ship was one of the Duc D'Anville's squadron, that had returned from America in great distress.

On the 24th of April, Mr. William Brown, master of the Shoreham, having been put in by Captain Osborne, to command a small privateer of two guns, and twelve swivels; fell in with, and after a desperate engagement of six hours and a half, in which all his ammunition was expended, boarded, and took a privateer snow from Bilboa, of ten guns, eighteen swivels, and seventy-eight men; forty-six of whom were killed. On the 26th he took, after a smart action, another Spanish privateer, of five guns, and thirty-two men. Mr. Brown was promoted by the lords of the admiralty to the command of a sloop of war, for his gallant behaviour.

On the 8th of October, the Weazel sloop, of 12 guns, Captain Hugh Palliser, after an obstinate action, took two French privateers, the Jeantie, of Boulogne, of six guns, six swivels, and 48 men; and the Fortune, of Honfleur, of 10 guns, 10 swivels, and 95 men. For this action Captain Palliser was made a post captain.

On the 11th of October Captain Philip Saumarez, in the Nottingham of 60 guns, and 400 men; fell in with off Cape Clear, the Mars, a French ship of war of 64 guns, and 500 men, commanded by M. de Colombe; who struck to the Nottingham after a close action of two hours, having 23 men killed and 19 wounded. The Nottingham had three killed and nine wounded. The Mars was added to the navy.

On the 19th of November, the Portland, Captain Stevens, took off Ushant, La Subtile French frigate, of 26 guns, and 200 men. She was added to the navy, and called the Amazon.

The Defiance, Captain Powlett, after an action of two hours, took L'Ambuscade French frigate of 40 guns, and 300 men; 26 of whom were killed and wounded. The Defiance had one man killed and three wounded. The Ambuscade was added to the Navy.

The honourable Captain Boscawen, in the Namur, took the Mercury, a French ship of war of 50 guns, serving as an hospital ship to the Duc D'Anville's squadron.

A.D. 1746 The British privateers were very successful this year. On the 13th of March, the *Warren* and *Saltash* attacked a French convoy at anchor off Port St. Louis, protected by an armed ship of 10 guns; which they captured, with four of the merchantmen, and drove ashore sixteen others.

In April, the *Alexander* privateer, mounting 20 six pounders, and 150 men, commanded by Captain Phillips, being on a cruise, observed a large ship come to an anchor under a small fort in St. Martin's road, in the isle of Rhée. Captain Phillips stood boldly in, boarded her with fifty men, and brought her off. She proved to be his majesty's ship the *Solebay*, of 22 nine pounders, and 230 men, taken by the French in the year 1744. His majesty, as a reward for the intrepid behaviour displayed by Captain Phillips on this occasion, ordered him a purse of 500 guineas; and presented him with a gold medal worth 200 more.

The *Fame*, a snow privateer belonging to Liverpool, commanded by Captain Fortunatus Wright, on a cruise in the Levant, took sixteen French ships, one of them mounted twenty guns, and 150 men, fitted out expressly for the purpose to take or destroy the *Fame*. They engaged furiously for three hours off the island of Cyprus; when the enemy ran their ship ashore, and fled up the country. The *Fame's* crew boarded and brought her off.

The Dublin privateer took a register ship worth 100,000*l.* and the *King George*, *Prince Frederick*, and *Duke*, took another worth 150,000*l.*

A cause was tried this year before the court of admiralty, between the officers and crew of the *Centurion*, and those of the *Gloucester*. The question to be decided was, whether those of the latter ship were entitled to a proportionate share of the prize money with the *Centurion's* people, their ship being lost. The court decreed it in their favour; they being on board the *Centurion* at the time of the capture of the *Acapulca* ship, and equally assisting in the action.

In consequence of the encouragement given to such adventurers as should discover a passage to Japan and China, by Hudson's bay; two attempts were made, but with as little success as heretofore.

An act of parliament passed, for every ship built in Great Britain, or in his majesty's plantations in North America, on her first going to sea, to be furnished with a complete set
of

of sails, made of the sail cloth manufactured in Great Britain, under the penalty of 50l. ; also that every sail maker, in Britain or the plantations, shall, on every new sail, affix, or impress in letters and words at length, his name and place of abode, under a penalty of ten pounds. A. D. 1746

On the 22d of June, a French squadron sailed from Brest, consisting of fourteen ships of war, commanded by the Duc D'Anville,* having under his convoy a fleet of transports, with 3500 troops, destined for the recovery of Louisbourg, the protection of Canada, and the conquest of Nova Scotia. The whole fleet amounted to about ninety-seven sail.

MEDITERRANEAN.

Upon Vice Admiral Rowley's return to England, the command of the fleet on this station devolved on Vice-Admiral Medley; who was reinforced by a squadron which arrived from England, under the command of Rear-Admiral Bing.† The fleet performed no very essential service; it was chiefly employed in watching the motions of the combined fleets. The vice-admiral was very vigilant in annoying the enemy, by a judicious arrangement of his cruizers; and also rendered great assistance to the Austrians and Piedmontese, in their operations against the French and Spaniards.

NORTH AMERICA.

On the 10th of September, the French squadron, under the Duc D'Anville, arrived on the coast of Nova Scotia; and on the 13th it was dispersed in a violent storm; several of the transports foundered, and all on board perished. On the 15th the Duc D'Anville arrived in the harbour of Chibouctou, with five ships of war, and as many transports. On the 27th he was joined by M. de Tourmell: their whole force out of ninety-seven sail, now consisted of not more than fifty-six. Soon after their arrival, the Duc D'Anville died of an apoplexy; the command devolved on M. de Tourmell, a man of a most turbulent and impetuous temper; who put an end to his existence, in consequence of the decision of a council of war, the majority having dis-

* Appendix, Chap. II. No. 43.

† Appendix, Chap. II. No. 44.

A. D. 1746 fered with him in opinion on the plan of operations. M. de Jonquierre, who now succeeded to the command, found his forces so much reduced; and the small-pox breaking out among them, carried off above two thousand soldiers and sailors. It was therefore resolved, in a council of war, to relinquish the enterprize, and return to Europe with the wreck of their shattered forces. On the 12th of October they sailed from Chiboctou, having converted some of the men of war into hospital ships.*

Vice-Admiral Townsend arrived at Louisbourg with a squadron from the West-Indies;† which entirely protected that place and Annapolis from any attempts the French might have made against them.

On the 4th of August, the Pembroke, Captain Fincher, took off the banks of Newfoundland, La Ferme, a French ship of war of 50 guns, bound to Quebec with stores, &c.

The Albany sloop of war, Captain Colby, going with dispatches from Louisbourg to Boston, was taken by Le Castor French frigate, and carried into Chiboctou.

LEEWARD ISLANDS.

Early in January, Vice-Admiral Townsend sailed from St. Christopher's with such of his squadron as could be spared, for the protection of Louisbourg, and our possessions in Nova Scotia.‡ In the latitude of 40 degrees north, he was overtaken by a violent storm, which greatly shattered and dispersed the fleet, and obliged him to return to the West-Indies. The *Princessa* and *Ipswich* bore away for England; the latter in the utmost distress, having lost her rudder, and entirely dismasted. In this miserable situation she was driving about at the mercy of the waves, for several days; when, by the ingenuity of one of the seamen, a machine was invented to steer her. On the 22d of April she arrived at Plymouth, in the most wretched state imaginable; her crew were driven to the dreadful necessity of eating their meat raw for three weeks; and scarcely any but brackish water to drink, the ship having at times been water logged, which stove several, and damaged most of the other casks in the hold. Fifty of the crew died on the pas-

* Appendix, Chap. II. No. 43.

† Appendix, Chap. II. No. 45.

‡ Appendix, Chap. II. No. 46.

sage; and two hundred were sent on shore to the hospital, most of whom never recovered. A.D. 1746

As soon as Vice-Admiral Townsend had refitted his ships, he sailed for Louisbourg; leaving the command of the squadron to Captain Lee.

The Severn and Woolwich, of 50 guns each, on their return home with the convoy, fell in with the French squadron under M. Conflans. Captain Leslie, in the Severn, being the senior officer, made the signal for the convoy to shift for themselves; and keeping himself in the rear, maintained a running fight with the enemy for three hours; when seeing that his convoy were out of danger, and in vain any longer to resist so superior a force, he struck. His majesty, to testify his approbation of Captain Leslie's conduct upon this occasion, on his being exchanged, appointed him to the command of the Vigilant, of 64 guns.

The Woolwich and convoy arrived safe in England.

JAMAICA.

Vice-Admiral Davers, who commanded the fleet on this station,* having received intelligence, that a large convoy under M. de Conflans, was expected from Europe, at Cape Francois; being at this time confined by illness, detached Captain Cornelius Mitchel with a squadron to cruize off Cape Nicholas to intercept them.† At three o'clock in the afternoon on the 3d of August, seventy sail of the enemy were discovered to leeward, escorted by four ships of war.‡ Commodore Mitchel, instead of instantly bearing down to attack them, called a council of war; wherein it was resolved to wait till the next morning at day light. But when that period arrived, the Commodore felt as little

* Appendix, Chap. II. No. 47.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Strafford, -	60	Captain Cornelius Mitchel.
Lenox, -	70	Peter Lawrence.
Plymouth, -	60	Digby Dent.
Worcester, -	60	T. Andrews.
Milford, -	44	Edward Rich.
Drake, -	14	Edward Clarke,
* Le Terrible, -	74	
Le Contents, -	64	
L'Arc en Ciel, -	54	
Le Zephyr, -	44	

inclination

A.D. 1746 inclination to engage them, as he had done on the preceding day; lying to windward with his squadron. On the morning of the 4th the two squadrons had approached to within two leagues of each other. M. de Conflans not doubting, but that he should be immediately attacked, formed his line of battle, with a resolution to defend his convoy. A long calm prevented them from nearing each other, till four in the afternoon; when a fine breeze, favorable to the British, springing up, every one on board was in anxious expectation of being led down to battle; but to their utter astonishment, the signal was made to haul on a wind, and shorten sail. M. de Conflans surprised at such disgraceful conduct, in return gave chase, and at eight o'clock at night his leading ship was close up with the *Lenox*, and began to engage her: Captain Lawrence defended his ship with great bravery for near two hours, when the French admiral bore away to join his convoy. Captain Mitchell was so much alarmed, lest the French should continue the pursuit, that he ordered the ships of his squadron to put out their lights, and to make sail from the enemy.

On the 18th of October, Vice-Admiral Davers died, when the command of the squadron devolved on Captain Mitchell, whose cowardly and ignominious conduct had been represented to the admiralty. Commodore Smith was therefore sent out with orders to supersede, and bring him to a court-martial; which, on his arrival, was accordingly held in Port Royal Harbour. Such was the lenity of the court, that although nothing could be more clearly proved, than the charges of cowardice and neglect of duty when in sight of the French fleet; they only adjudged him to be mulcted of five years pay, and rendered incapable of ever serving again in the royal navy.

Captain David Brodie, in the *Merlin* sloop of war, cruized with his usual success and activity. After a very severe action, he took two large French ships of great value, in which he lost his right arm. For his vigilance and bravery, he was promoted to the command of the *Canterbury*, of 60 guns.

EAST-INDIES.

Early in the year, Commodore Barnet arrived at Madras; and being soon after reinforced by the *Winchester* and *Harwich*, of 50 guns each, from England, he sent home

home the Deptford and Diamond, which were in a very bad condition. A.D. 1746

About this time, advice was received that a French squadron, consisting of eight large ships armed for war, under the command of M. la Bourdannois, had sailed from the Mauritius, destined for the coast of Coromandel.* The nation, about this time, sustained a severe loss by the death of Commodore Barnet; whose successor proved himself by no means adequate to so important a command.

Commodore Peyton cruised between Fort St. David and Negapatnam,† until early in the morning of the 25th of June, when the French squadron was discovered standing along shore to the northward. Although the British had the advantage of the wind, Commodore Peyton did not bear down to close with the enemy, and bring them to action until four o'clock in the afternoon; and then at so great a distance, that little damage was done on either side. At night the squadrons increased their distance, and the firing ceased. The loss sustained by the British was fourteen men killed, and forty-six wounded. The enemy's amounted to twenty-seven men killed, and fifty-three wounded. The *Insulaire* was dismasted, and otherwise so much disabled that M. la Bourdannois ordered her to Bengal to refit; she was lost in the mouth of the Ganges, and all the crew perished.

The next morning the French squadron was seen lying to, as if challenging the British to bear down and give them battle. Commodore Peyton called a council of war, wherein it was resolved, that as the *Medway* was extremely leaky, and the other ships much out of condition, it would be highly prejudicial to the service to venture a second engagement. In consequence of this disgraceful resolution, the squadron steered for Trincomalé, in the Island of Ceylon, and the French for Pondicherry.

On the 6th of August, the hostile squadrons again came in sight of each other, a few leagues to the southward of Pondicherry; when Commodore Peyton did all in his power to avoid an engagement; and at the expiration of three days he made sail and disappeared.

Encouraged by the pusillanimous conduct of the British

* Appendix, Chap. II. No. 48.

† Appendix, Chap. II. No. 49.

A.D. 1746 commodore, M. la Bourdannois was resolved to lay siege to Madras, and proceeded to Pondicherry to make the necessary arrangements. On the 15th of August the French squadron anchored in Madras road, and began to cannonade the town. Commodore Peyton soon after arrived in Pullicate road, about eight leagues to the northward of Madras. The governor and council instantly made known to him the perilous situation of the settlement, and entreated him to come to its relief; instead of which he proceeded to Bengal, pleading in excuse, that the very leaky condition of the Medway would endanger her coming into action.

The settlement being thus left to its fate, was closely invested by sea and land. On the 10th of September, Governor Morse, to save the town from being entirely destroyed, agreed to capitulate, on the terms proposed by M. La Bourdannois, who allowed the inhabitants to ransom the place for 1,100,000 pagodas, or 440,000*l.* sterling. The British were permitted to reside unmolested in their houses, and La Bourdannois acted in all respects as became a man of the strictest honour and probity.

On the 27th of September the French squadron was reinforced by three sail of the line from France*. On the 2d of October, at midnight, a most furious storm arose, which continued to blow with the greatest violence till noon the next day. Three French ships of war foundered, and their crews perished. The admiral's ship and two others were dismasted, and notwithstanding they threw overboard all their lower-deck guns, it was with difficulty they were saved. Several merchant vessels were lost with their crews. This dreadful storm was not felt by the ships in Pondicherry road.

On the 12th of October, M. La Bourdannois sailed with a part of his squadron to the Mauritius, and sent the rest to refit at Achen. Soon after his departure from the coast, M. Dupleix, governor of Pondicherry, an artful and avaricious man, jealous of the authority of M. La Bourdannois, scandalously violated the terms on which the presidency of Madras had capitulated, obliging all the British inhabitants to evacuate the place, and declared the ransom null.†

Towards

* Appendix, Chap. II. No. 48.

† Abbe Reynel says, "So many misfortunes brought on, by the
" intrigues

Towards the end of the year Commodore Griffin arrived from England with five ships of war, which gave a more favourable turn to the affairs in India. A.D. 1746

Captures made in the course of this year.

Spaniards taken in Europe and America	116 vessels.
French taken in ditto—ditto and Asia	410

Total taken from the enemy	526
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British taken by the Spaniards	-	183
Ditto taken by the French	-	469

Total taken from the British	652
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Total taken from the enemy	526
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Balance in favour of the enemy	126
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Notwithstanding the number appears against Great Britain; in point of value the balance was much in her favour, as among the prizes were ten register ships taken from the Spaniards, and several rich West-Indiamen and Turkey ships from the French.

OCCURRENCES AT HOME.

Early in the session the parliament voted for the sea service of the current year 40,000 men, and 11,150 marines. For the ordinary of the navy 195,259l. 18s. 8d.; for Greenwich hospital 10,000l.; for Haslar hospital 16,000l.; towards paying off the navy debt 1,000,000l. The total supplies voted amounted to the sum of 9,325,253l. 9s. 10½d. 1747

By an order in council, dated the 10th of February, established rank was first given to the officers in the royal navy; and a uniform cloathing appointed to be worn by admirals, captains, lieutenants, and midshipmen*.

The French ministry not discouraged by their late disappointment in North America, were determined to make

“ intrigues of Dupleix, determined La Bourdannois to return to Europe, where a horrid dungeon was the reward of all his glorious services, and the end of all the hopes, which his nation had built upon his abilities.”

* See Printed Instructions.

another

A.D. 1747 another effort to recover Cape Breton. For this purpose a strong squadron was equipped at Brest, and the command given to M. de la Jonquierre. At the same time another squadron was prepared to sail to the East-Indies, under the command of M. de St. George. For the better protection of the trading ships, against any attempts of the British cruizers; these squadrons were to proceed in company so far as their courses were the same.

To counteract the designs of the French cabinet, administration ordered a strong squadron to be got ready, the command of which was conferred on Vice-admiral Anson, and Rear-admiral Warren*. On the 9th of April they sailed from Plymouth, and continued to cruize off cape Finisterre till the 3d of May, when the French fleet was discovered, consisting of thirty-eight sail. Nine of which shortened sail and drew into a line of battle ahead, whilst the rest crowded all their sail to the westward. Vice-admiral Anson made the signal to form the line of battle; but Rear-admiral Warren suspecting this to be a manœuvre of the enemy to favour the escape of their convoy, bore down and communicated his opinion to the admiral, who took in the signal for the line, and threw out the one for a general chase. About four in the afternoon the Centurion brought the enemy's sternmost ships to action; she was soon nobly supported by the Namur, Defiance, and Windsor; these were for some time closely engaged with five of the enemy's ships; when the rest of the fleet coming up, the action became general. The French fought with great spirit and bravery against so superior a force till seven in the evening, when all the ships of war were taken. The admiral detached the Monmouth, Yarmouth, and Nottingham, in pursuit of the convoy; which they came up with and took nine sail, three of them were East-India ships; the rest escaped by favour of the night.

The loss the enemy sustained in this action was about 700 men killed and wounded. One captain was among the former; and M. de la Jonquierre received a wound by a musket-ball in the shoulder.

The British had 250 killed and wounded; among the slain was Captain Grenville, of the Defiance, at the age of

* Appendix, Chap. II. No. 50.

28 years; he was esteemed an excellent officer, and justly D.A. lamented by the nation and the service*. Captain Bos- 1747 cawen received a wound by a musket-ball in the shoulder.

Upwards of 300,000*l.* was found on board the ships of war, which was put into twenty waggons, and conveyed to London by a military escort.

Vice-admiral Anson brought his prizes safe to Spithead; and when he appeared at court after this victory, his majesty was graciously pleased to say to him, "Sir, you have done a great service; I thank you; and desire you to thank, in my name, all the officers and private men for their bravery and conduct, with which I am well pleased."

On the 13th of June Admiral Anson was created a peer of Great Britain; and Rear-admiral Warren was honoured with the order of the bath.

At the same time that Vice-admiral Anson sailed, another squadron, under the command of Captain Fox, was ordered to proceed to sea, for the purpose of intercepting a large fleet of French merchantmen, which were expected from the West-Indies†. On the 20th of June, at four in the morning, being 146 leagues to the westward of cape Ortegal; the French fleet was discovered, consisting of upwards of 170 sail. Captain Fox instantly gave chase to the ships of war‡; but M. du Bois de la Motte (the French commodore) finding that he had greatly the advantage in point of sailing to the British ships, remained in the rear of his convoy for its protection, and to favour its escape if he should be hard pressed. Captain Fox continued the pursuit all night. The next day he began to gain on the enemy so fast, that the French commodore made sail and left his covoy to shift for themselves. The merchantmen instantly dispersed, and being favoured by thick weather and a dark night many escaped. Forty-eight were taken, chiefly laden with sugar, indigo, cotton,

* He was nephew to Viscount Cobham, who erected an elegant column, ornamented with naval trophies, in his gardens at Stowe, to perpetuate his memory.

† Appendix, Chap. II. No. 51.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Le Magnanime	74 —	M. Du Bois de la Motte
L'Aluide	64 —	
L'Arc en Ciel	56 —	
La Zephyr	36 —	

coffee,

A.D. coffee, and hides. Their tonnage amounted to 16,051
1747 tons, and manned with 1,197 men.

On the 6th of June, Sir Peter Warren sailed from Plymouth with a squadron, to intercept such ships as might have escaped from Captain Fox; four of which he picked up. The Rear-admiral proceeded to cruize off cape Finisterre. On the 21st of June, he chased and drove ashore L'Etoile, French frigate of 46 guns and 400 men, she had under her convoy five sail of valuable merchantmen; four were taken and the other destroyed. On the 8th of July the squadron chased and drove ashore another French frigate of 36 guns, about eight leagues to the westward of cape Pinas.

On the 22d of June, Sir Peter Warren was informed by the captain of a privateer, that he had, on the 17th and 18th of the same month, chased a large fleet of coasters into Sediere bay, a small port to the westward of cape Ortegal. The Rear-admiral dispatched Captain Roddam*, in the Viper sloop of 14 guns, with the Hunter dogger, and the privateer, to endeavour to take or destroy them. Captain Roddam stood into the bay, and with great resolution attacked a small battery, which he soon silenced, landed, spiked up the guns, and destroyed the battery. After which he burnt twenty-eight sail of small vessels, and joined the Admiral two days afterwards with five others and a Spanish privateer.

Sir Peter Warren, to testify his approbation of Captain Roddam's spirited conduct, recommended him so strongly to the Admiralty, that he was promoted to command the Greyhound frigate.

On the 14th of July the Warwick, of 60 guns, and Lark, of 44, commanded by the Captains Erskine and Cruikshanks, having under their convoy the trade to North America; when off the Azores, fell in with the Glorioso, a Spanish ship of war of 74 guns and 750 men, from the Havannah, bound to Cadiz; she had on board treasure and plate to the amount of 1,300,000*l*. Captain Erskine, without orders from Captain Cruikshanks (who was the senior officer,) quitted the convoy and gave chase; he came up with the Glorioso, and fought her with great bravery until his ship was entirely disabled. The impro-

* The present Admiral Roddam.

priety of Captain Erskine, chafing without permission is A.D. evident, but by no means exculpates Captain Cruikshanks; 1747 for had he disapproved of Captain Erskine's conduct, he should have recalled the Warwick. In the other case, had he gone down to her assistance, most probably the Spaniard would have been taken. The *Glorioso* got safe into Ferrol, where she landed the treasure and plate. On her passage to Cadiz, on the 7th of October, she fell in with four British privateers, two of them engaged her very bravely for three hours; but being much disabled they were obliged to sheer off; they however kept in sight of her, and the next day discovered two large ships in chace; they proved to be the *Dartmouth*, of 50 guns, Captain Hamilton, and the *Russell*, of 80 guns, Captain Buckle. At one o'clock in the afternoon the *Dartmouth* brought the *Glorioso* to close action, which was continued with great spirit till half past three, when, by some unlucky accident, the *Dartmouth* blew up, and every soul with her brave commander perished, excepting Lieutenant O'Brien and eleven seamen, who were taken up by one of the privateers boats. The *Russell* sailed so very ill, that she did not get up with the *Glorioso* till one o'clock in the morning of the 9th. After a warm engagement, in which the Spaniard lost his maintop-mast, twenty-five of her men killed and many wounded she struck. The *Russell* had twelve men killed, and twenty wounded.

On the 15th of July the following promotion of flag officers took place, viz.

Sir Chaloner Ogle, Knt.	}	To be Admirals of the white.
James Stuart, Esq.		
Hon. George Clinton		
William Rowley, Esq.	}	To be Admirals of the blue.
William Martin, Esq.		
Isaac Townsend, Esq.		
Henry Medley, Esq.	}	To be Vice-admirals of the red.
Lord Vere Beauclerk		
Lord Anson		
Perry Mayne, Esq.	}	To be Vice-admirals of the white.
Sir Peter Warren, K. B.		
Hon. John Bing,		To be Vice-Admiral of the blue.
Henry Osborne, Esq.	}	To be Rear-admirals of the red.
Thomas Smith, Esq.		
Thomas Griffin, Esq.		

A.D.	Edward Hawke, Esq.	}	to be rear-admirals of the white.
1747	William Chambers, Esq.		
	Charles Knowles, Esq.		
	Hon. John Forbes,	}	to be rear-admirals of the blue.
	Hon. Edward Boscawen.		

On the 9th of August, Rear-Admiral Hawke was sent to cruise off Cape Finisterre, with a squadron of fourteen sail of the line, and several frigates,* in order to intercept a fleet of French merchant ships, which were expected to sail from Basque road, under the convoy of a strong squadron of ships of war, commanded by M. de Letendeur. At seven in the morning, on the 14th of October, the British squadron being in the latitude of 17 degrees, 49 minutes north; and the longitude of one degree two minutes west of Cape Finisterre, discovered the French fleet. The rear-admiral instantly made the signal for a general chase; but observing several large ships drawing out from the convoy, he changed his plan, and made that for forming the line of battle a-head. The French commodore at first mistook the British fleet for some of his own convoy, which had separated in the night; but on his nearer approach, he discovered his error; and directed the *Content* and some of the frigates, to make the best of their way with the merchantmen; and drew out the rest of the ships of war in order of battle.

Admiral Hawke observing that it was M. de Letendeur's design, by this manœuvre, to favour the escape of his convoy, made the signal for a general chase. At noon, the *Lion* and *Princess Louisa*, came up with the enemy's rear, and began to engage very warmly, passing along their line of fire to the van; these ships were soon bravely supported by many others coming up: when the action became general. At about four o'clock, four of the enemy's ships had struck; and at seven two more had followed their example. The *Tonnant* and *Intrepide*, to prevent sharing the fate of their companion, made what sail they could to endeavour to escape. They were pursued by the *Nottingham*, *Yarmouth*, and *Eagle*; who came up with, and engaged them for about an hour; Captain Saumarez being killed, the lieutenant of the *Nottingham* hauled his wind, which favoured the escape of the enemy.

* Appendix, Chap. II. No. 52. British and French force.

The French maintained this unequal conflict with great resolution: the ships taken were all dismasted excepting two; and their loss was very considerable, above eight hundred of their men being killed or wounded; one hundred of whom were killed on board the Neptune, and one hundred and forty wounded; amongst the slain was her commander. The loss sustained by the British amounted to one hundred and fifty-four killed, and five hundred and fifty-eight wounded. Amongst the former was that excellent and brave officer Captain Saumarez; to whose memory a plain monument is erected in Westminster Abbey.

At dark Admiral Hawke brought to, to collect his ships together; and the next morning it was resolved in a council of war, to give up the pursuit of the enemy's convoy; but to dispatch the Weazle sloop to the West-Indies, to inform Commodore Legge of its approach, that he might endeavour to intercept them; by which prudent measure many were taken. The admiral then steered for England, and anchored with his prizes at Spithead on the 31st of October. His majesty, as a reward for his services, soon after honoured him with the order of the Bath.

A complaint having been made by Rear-Admiral Hawke in his official letter, against the conduct of Captain Fox, of the Kent, in the action of the 14th of October, a court-martial was assembled to try him for the same at Portsmouth, on the 25th of November, composed of the following members:

President,	
Vice-Admiral Sir Peter Warren.	
Rear-Admirals.	
Henry Osborne,	William Chambers,
Hon. John Forbes.	
Captains.	
William Martin	—— Parry,
Henry Harrison,	Piercy Brett,
—— Jelfe,	Hon. A. Keppel,
M. de L'Angle,	Temple West,
Peter Denis,	Edward Pratten:

The charge exhibited against Captain Fox was, that he did not come properly into the fight, nor do his utmost to engage, distress, and damage the enemy; nor assist his majesty's ships who did.

In support of the charge, the chief witnesses were the

A. D. Captains Watſon, Cotes, Saunders, and Rodney. Thoſe
 1747 in favour of Captain Fox were numerous, and proved that
 he engaged the Fougueux for three quarters of an hour,
 within muſket and piſtol ſhot, till ſhe ſtruck. That the
 Kent then ſhot ahead, and engaged the Tonant for half an
 hour; when his firſt lieutenant and maſter aſſerted that the
 Kent's ſignal was out to come to the admiral's aſſiſtance;
 he therefore reluctantly quitted her, in obedience to the ſignal.*

On the 22d of December the trial ended; and the court
 were of opinion that part of the charges was proved, name-
 ly, that he had been guilty of backing his mizen top ſail,
 leaving the Tonant contrary to the 11th and 12th articles of
 war. They acquitted him of cowardice: but becauſe he
 paid too much regard to the advice of his officers, contrary
 to his own better judgment, their ſentence was, that he be
 diſmiſſed from the preſent command of the Kent. Captain
 Fox, until this affair, had always conducted himſelf like a good
 officer. He died a ſuperannuated rear-admiral in the year 1763.

In November, Rear-Admiral Boſcawen ſailed with a
 reinforcement of ſhips and troops for the Eaſt-Indies.†

The Surprize and Jamaica ſloops, commanded by the
 Captains Webb and Arbuthnot, after an engagement of
 ſeven hours, took the Superbe, a French ſhip of 36 guns,
 and 136 men, 28 of whom were killed, and 37 wounded.
 She was from St. Maloes, bound to Cadiz, with a cargo
 valued at 70,000l. The Surprize had five men killed, and
 ſeven wounded. The Jamaica one wounded.

On the 2d of June, Captain Edward Jekyl, in the For-
 tune ſloop of 10 guns, 14 ſwivels, and 110 men, being
 ſtationed off Yarmouth for the protection of the fiſhery;
 fell in with five French privateers, the largeſt of which,
 after a chace of nine hours, he came up with and took.‡

* The ſignal was for the fleet to engage cloſe, which was miſtaken
 by the officers of the Kent. This, among many other inſtances,
 ſhews how defective ſignals were in thoſe times; and how abſolutely
 neceſſary it was to eſtabliſh a more diſtinct and plain ſyſtem.

† Appendix, Chap. II. No. 60.

<i>Ships.</i>	<i>Guns.</i>	<i>Swivels.</i>	<i>Men.</i>	
‡ Charon,	10	8	85	taken
Subtile,	8	8	95	} escaped.
King David,	4	6	50	
Fly,	4	8	36	
St. Louiſe,	4	6	40	
	—	—	—	
	30	36	306	

Captain Jekyl was promoted to the command of the Lion.

On

On the 13th of September, Captain Shirly, in the *Dover*, captured, after a smart action, *La Renommée* French frigate of 32 guns, and 300 men. She was taken into the service. A.D. 1747

The *Tyger* and *Tygres* privateers, of Bristol, after a desperate engagement, took *Le Conquerent*, a Spanish privateer of 20 guns, and 220 men. They also took two French privateers, the one mounting 26, and the other 20 guns. For this gallant action the merchants of Bristol presented Capt. Seit, (the senior officer) with a handsome piece of plate.

The Royal Family privateers took two rich Spanish galleons, one mounting 36 guns and 300 men: she was valued at 180,000*l*.

As an encouragement and relief to disabled and wounded seamen in the merchant service, an act of parliament was passed, authorizing the masters of merchant vessels to detain sixpence per month from the wages of seamen; it was extended also as a provision for the widows and children of such seamen as should be killed or drowned. A corporation was established for the management of this fund; to whom proper certificates being produced by disabled seamen, &c. signed by the master and other officers, or two seamen belonging to the vessel wherein such seamen was drowned, slain, or wounded; he or they will be entitled to the bounty.

MEDITERRANEAN.

The fleet on this station was commanded by Vice-Admiral Medley,* who assisted the Austrians in the bombardment and blockade of Antibes; he also kept the Spanish fleet shut up in Carthagen.

On the 5th of August the Vice-Admiral died in Vado Bay; the command of the fleet devolved on Rear-Admiral Bing.

LEEWARD ISLANDS.

The *Weazel* sloop of war, which had been dispatched by Rear-Admiral Hawke in October, to advise Commodore Legge of the sailing of the West-India fleet, had the good fortune to fall in with him and his squadron,† by which means many of the French ships were taken.

* Appendix, Chap. II. No. 44.

† Appendix, Chap. II. No. 53.

A.D.
1747

JAMAICA.

Rear-Admiral Knowles arrived in the summer, and took the command of the squadron*; no service of any importance was performed. Captain Holmes, in the Enterprize, took the Vestal, a Spanish register ship, valued at 150,000*l*.

EAST INDIES.

The squadron under the command of Rear-Admiral Griffint, on its return from Bengal to the coast of Coromandel, blocked up Pondicherry so effectually, as to prevent any supplies being sent to the French; he also relieved Fort St. David, and obliged M. Dupleix to recall his troops from before that place.

In September, the Rear-Admiral proceeded to Madras Road, where the squadron burnt the Neptune, a French ship of war of 54 guns.

On the shifting of the Monsoon, all the squadron excepting two ships, were forced to sea, and obliged to take shelter in Trincomalé bay.

Captures made in the course of this year.

Taken from the Spaniards in Europe and

America,	-	-	-	91 vessels.
Ditto from the French in ditto and ditto,	-	-	-	556
Total taken from the enemy				<u>647</u>
British taken by the Spaniards,	-	-	-	131
Ditto taken by the French,	-	-	-	420
Total taken by the enemy,	-	-	-	<u>551</u>
Balance in favour of Great Britain,				96

OCCURRENCES AT HOME.

1748 The parliament voted for the sea service of the present year 40,000 seamen, and 11,550 marines.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the payment of the above, and ordnance for sea service	2,186,089	19	6
For the ordinary of the navy	208,827	9	9
For Greenwich hospital	10,000	0	0
For Hasler hospital	10,000	0	0
For transport service of last year	91,496	16	3
For paying off the navy debt	1,000,000	0	0
Total grant for the sea service	<u>3,506,414</u>	<u>5</u>	<u>6</u>

* Appendix, Chap. II. No. 54.

† Appendix, Chap. II. No. 55.

The whole sum granted by parliament, this year, A.D. 1748
amounted to 10,067,955*l.* 13*s.* 4*d.*

In the month of January Rear-admiral Hawke was ordered to cruize in the Soundings with a large squadron*. At day-break, on the 31st, the Nottingham and Pembroke were sent in chace of a large ship. At ten o'clock the Nottingham got up with her, and began a close engagement; the enemy maintained an obstinate battle for six hours, when the Portland joined in the action, and she was obliged to strike. She proved to be the *Magnanime*, of 74 guns, and 686 men, 45 of whom were killed, and 105 wounded; she was commanded by the Marquis D'Albert, chef d'escade. This ship was part of a squadron bound to the East-Indies, but having suffered considerable damage in a heavy gale of wind, was returning to Brest. She was added to the navy. The Nottingham had 16 men killed and 18 wounded; the Portland four men wounded.

On the 7th of March, Captain Cotes being on his way to reinforce Rear-admiral Hawke with four sail of the line and a frigate; fell in with off cape Canton a Spanish squadron, consisting of nine sail of the line, having under its convoy the trade for the West-Indies and South America†. The Spanish ships of war drew into a line of battle; but Captain Cotes observing the merchant ships to be in great confusion and much dispersed; and that his force was by no means strong enough to risk an engagement; gave chace and absolutely took five sail in sight of the Spanish admiral, who remained with his fleet in the line of battle, without making the least effort either to protect his convoy or to recover the ships taken.

In April Sir Peter Warren was sent with a strong British and Dutch squadron to cruize to the westward; but at the close of the session of parliament on the 18th of May his majesty informed them, that the preliminary articles for a general peace were actually signed at Aix La Chapelle. A sloop of war was therefore ordered out to direct Rear-admirals Hawke and Warren to return into port.

In May a change took place at the admiralty board‡;

* Appendix, Chap. II. No. 56.

† Appendix, Chap. II. No. 57.

‡ Appendix, Chap. IV. No. 1.

A.D. which was followed by a promotion of flag officers. The
1748 admirals at this time on the list stood thus, viz.

Admiral of the fleet.

Sir John Norris, Knt.

Admirals of the White,

Sir Chaloner Ogle, Knt. James Steuart, Esq.

Hon. George Clinton *William Rowley, Esq.

Admirals of the Blue,

William Martin, Esq. Isaac Townsend, Esq.

*Lord Vere Beauclerk *Lord Anson

Vice-Admirals of the Red,

*Perry Mayne, Esq. *Sir Peter Warren, K. B.

*Hon. John Bing

Vice-Admirals of the White,

*Henry Osborne, Esq. *Hon. Fitzroy Henry Lee

*Thomas Smith, Esq.

Vice-Admirals of the Blue,

*Thomas Griffin, Esq. *Sir Edward Hawke, K. B.

Rear Admirals of the Red,

*William Chambers, Esq. *Charles Knowles, Esq.

Rear-Admirals of the White,

*Hon. John Forbes *Hon. Edward Boscawen

Rear-Admirals of the Blue,

†Robert Mitchell, Esq. †Charles Watson, Esq.

MEDITERRANEAN.

Vice-admiral Bing continued the command of a powerful fleet on this station, which kept the enemy completely blocked up in their ports. At the peace taking place, the admiral returned to England with most of the large ships.

LEEWARD ISLANDS.

On the death of Commodore Legge, the command of the squadron devolved on Captain George Pocock, who continued to cruize off Martinico, in order to intercept the remainder of a French convoy, which had escaped from the fleet under Rear-admiral Hawke the latter end of the preceding year. Captain Pocock had the good fortune to take twenty-five sail; and ten more were taken by some privateers.

* Received additional rank.

† Promoted from the captain's list.

JAMAICA.

JAMAICA.

A.D.
1748

On the 13th of February Rear-admiral Knowles sailed from Port Royal, accompanied by Governor Trelawney, on an expedition against St. Jago de Cuba, on the island of Hispaniola*. The winds continuing to blow strong from the northward for several days prevented the squadron getting to windward. The admiral therefore came to the resolution of bearing away, and to distress the enemy's trade by an attack on Port St. Louis, a French settlement on the south-side the island.

On the 8th of March the squadron arrived before the place, and brought up in order of battle within pistol shot of the batteries; on which were mounted seventy-eight pieces of cannon.

A furious cannonade commenced, and was supported with great briskness for several hours; at length the enemy's batteries were completely silenced, and the governor accepted terms of capitulation. During the attack the enemy attempted to destroy the British ships by sending out some fireships, which were prevented taking effect by the alacrity and resolution of the boats of the squadron, which grappled and towed them clear. The loss sustained by the squadron amounted to 70 killed and wounded, amongst the former were Captain Rentone, of the *Straford*, and Captain Cust, who served as a volunteer. The enemy had 160 men killed and wounded. Three ships, a snow, and three privateers, were all the vessels taken in the harbour.

Rear-admiral Knowles blew up the fortifications of Port Louis, and proceeded with the squadron to the attack of St. Jago de Cuba. On the 5th of April he appeared before it, and the plan of attack being arranged, Captain Dent, in the *Plymouth*, as senior officer, claimed the privilege of leading the squadron into the harbour. As the ships approached, Captain Dent observed, that the enemy had laid a boom across the entrance with four vessels moored within it, two of which appeared to be fireships, ready to act, in case the British ships should succeed in forcing the boom. Captain Dent, aware of the extreme danger which the whole squadron might be led

* Appendix, Chap. II. No. 58.

A.D. 1748 into by his proceeding on; and not trusting to his own opinion, called his officers together to consult with them what was most proper to be done in such a desperate situation; who all agreed with him in the danger the ships would be exposed to by his attempting to force the boom. Captain Dent, in consequence, hauled off and informed the admiral with his reasons for so doing. The expedition was given up and the fleet returned to Jamaica. Rear-admiral Knowles was so much displeased with the conduct of Captain Dent upon this occasion, that he wrote a complaint against him to the admiralty; and on the captain's return to England, he was tried by a court-martial; but nothing appearing to criminate him in the least, he was most honourably acquitted.

After this Rear-admiral Knowles cruized off the Tortuga bank, in the hope of intercepting the Spanish plate fleet, expected at the Havannah from La Vera Cruz.

On the 30th of September the admiral was joined by the Lenox, Captain Holmes, who the day before (having under his convoy the homeward-bound trade from Jamaica) fell in with and was chased by a Spanish squadron of seven ships of war. Captain Holmes directed the convoy to shift for themselves, and proceeded to give the admiral the earliest intelligence of the enemy being at sea*.

On the 1st of October the Spanish squadron was discovered formed in order of battle between Tortuga and the Havannah; Rear-admiral Knowles instantly formed his line, and edged down upon the enemy; at half past two the action commenced. The Warwick and Canterbury being at some distance astern, gave the Spaniards, for two hours, greatly the advantage. In half an hour the Cornwall lost her maintop-mast and foretop-sail yard, with other considerable damage, which obliged her to quit the line; her place was ably supplied by the other ships, whose commanders closed, and very soon drove the Conquestadore out of the enemy's line; she fell to leeward alongside of the Cornwall. Rear-admiral Knowles had by this time repaired the damage he had sustained, and attacked the Conquestadore with great fury, who maintained a most obstinate battle for some time. Don de St. Justo, her commander, was killed, and the ship dreadfully

* Appendix, Chap. II. No. 59.

shattered,

shattered, she struck. Captain Holmes in the *Lenox* most gallantly fought the Spanish admiral; the *Warwick* and *Canterbury* coming up made the engagement more general and furious. At eight in the evening the Spanish admiral began to slacken his fire, and soon after bore away for the *Havannah*, which was at no great distance. Rear-admiral Knowles pursued and annoyed the Spaniards very much in their retreat. The *Africa* being dismasted could not escape into the *Havannah* with the rest of the squadron; she was therefore obliged to anchor a few leagues from it; where she was discovered two days after the action by the British squadron. The crew, to prevent her being taken, set her on fire, and she soon blew up.

In this action the Spaniards had three captains and 86 men killed and 197 wounded, among the former were Admiral Reggio, and fourteen officers. The British squadron had 59 men killed and 120 wounded.

Rear-admiral Knowles still persevered in cruizing off the *Havannah* to intercept the expected plate fleet. A Spanish advice boat was brought into the squadron, whose commander informed the admiral, that the preliminary articles for a general peace was signed.

This unpleasant news caused a general dejection throughout the squadron, whose prospect of the riches they would have shared now vanished; and they returned to *Jamaica* much chagrined at their disappointment. The dissentions which had for a considerable time prevailed between the officers in the fleet were now much increased; and at length terminated in various courts-martial.

EAST INDIES.

Rear-admiral Griffin, who was lying with the squadron in *Fort St. David's road**, received intelligence, on the 9th of June, from Captain Stevens, of the *Lively*, that he had discovered seven sail of French ships of war on the coast. The admiral called a council of war, wherein it was resolved to sail and attack the enemy. At noon on the next day they were seen a few leagues to windward of *Fort St. David*; but the sea wind blowing strong prevented the admiral getting under sail till eleven

* The same as in the Appendix, Chap. II. No. 55, excepting the *Medway*.

A.D. at night. He then put to sea in full expectation of seeing
1748 the enemy in the morning. M. de Bouvet, who commanded the French squadron, was an excellent officer and an experienced seaman; he had been advised of the strength of the British squadron, and took care to avoid an engagement; he therefore, to deceive Admiral Griffin, kept to windward the whole day, and at night bore away with a press of sail for Madras; where he arrived on the morning of the 11th, and having accomplished the purport of his voyage to the coast of Coromandel, by landing 400 soldiers, and 200,000*l.* in silver for the governor of Pondicherry, he again put to sea and steered for the Mauritius. In the mean time Admiral Griffin had looked into Pondicherry road, and not finding the enemy there, he pushed on to Madras, where he met an equal disappointment.

Rear-admiral Boscawen, who it has been already mentioned sailed from England, at the close of last year, with a reinforcement for the East-Indies, received directions to endeavour to reduce the islands of Mauritius and Bourbon, if it would not too much interfere with the season for active operations on the coast of Coromandel. On the 18th of May the rear-admiral left the cape of Good Hope, and did not get sight of the Mauritius until the 23d of June; on the same night he anchored with the squadron in Turtle bay. Every necessary measure was instantly prepared for the attack; reconnoitring parties were dispatched along the coast to sound, and search out for such places as might appear most eligible to effect a landing. The report of the engineer and other officers employed on this service was so unfavourable, that Rear-admiral Boscawen called a council of war, wherein he represented, that, unless the fleet could get possession of one of the harbours, an attack upon the island seemed to him utterly impracticable; he at the same time pointed out the absolute necessity there was for the armament to arrive in India, before the Monsoon changed, in order to besiege Pondicherry, which was the chief object of the expedition. In consequence of the admiral's representation, it was unanimously resolved to sail directly for the coast of India. On the 27th of June the fleet left the islands, and proceeding through the Mosambique channel, reached Fort St. Davids on the 29th of July, where Vice-admiral Griffin

Griffin was lying with his squadron; the command of which he resigned to Rear-Admiral Boscawen,* and sailed to Trincomale with such ships as were to return with him to England.†

A.D.
1748

On the 8th of August Admiral Boscawen had arranged every thing necessary for the siege of Pondicherry; and landed himself to conduct the operations on shore; he entrusted the command of the squadron to Captain Leslie, of the *Vigilant*. The *Exeter*, *Pembroke*, *Chester*, and *Swallow* sloops, were ordered to anchor in the road, in order to blockade the place by sea, and to sound along the shore, that it might be known how near the large ships could approach to batter the town.

On the 12th of August, Captain Lloyd, of the *Deal Castle*, landed with the command of 1100 seamen, who were to co-operate with the army. On the 27th of September, the line of battle ships were warped as near the shore as the depth of water would permit, and began to cannonade the town, which continued till the evening; when the rear-admiral sent orders to Captain Leslie to retire in the night out of reach of the enemy's shot, the ships not having been able to approach near enough to fire with any effect on the place.

On the 30th of September, the admiral perceiving that very little impression had been made on the enemy's works, after expending an amazing quantity of ammunition, and that it would be impossible to carry the place by storm, as it was entirely surrounded by water; the troops becoming very sickly, and the rainy season fast approaching, which might cut off the retreat of the besiegers, induced him to call a council of war, wherein it was unanimously resolved to raise the siege. On the 6th of October the troops retired to Fort St. Davids. Admiral Boscawen, to avoid the violence of the Monsoon, sent five ships to refit at Achin, and the rest to Trincomale, whilst he himself remained at Fort St. David's with the army. The loss sustained during the siege of Pondicherry, amounted to 759 soldiers, 43 artillery men, and 265 sailors, making in the whole 1065 Europeans. In November the admiral received advice that a cessation of arms had taken place between Great Britain and France.

* Appendix, Chap. II. No. 60.

† *Princess Mary*, *Winchester*, *Pearl*, and *Medway's prize*.

A.D. On the 10th of October, the *Chesterfield*, of 40 guns, 1748 commanded by Captain O'Brien Dudley, being at anchor off Cape Coast Castle, was seized and carried to sea by Mr. Samuel Couchman, the first lieutenant, and several others of the crew, whom he had excited to mutiny, while the captain and some others were on shore. By the spirited and intrepid conduct of Mr. Gastrien, the boatswain, Messrs. Gillham and Frazer, masters mates, she was retaken from the mutineers thirty hours after, and brought safe to Portsmouth. For this service Mr. Gastrien was promoted to be the boatswain of the dock-yard at Portsmouth; and the other officers assisting him were also rewarded. Couchman and his associates were brought to a court-martial, as will be seen in the events of the following year.

On the 17th of October, a treaty of general peace was concluded and signed at Aix-la-Chapelle; by it all the conquests made by us, as well as the French, were to be restored.*

Captures made during this year.

Taken from the Spaniards in Europe and America,	-	-	98 vessels.
Ditto from the French in ditto and ditto,	-	-	471
Total taken from the French and Spaniards	-	-	569
Taken by the Spaniards in Europe and America,	-	-	158
Ditto by the French in ditto and ditto,	-	-	334
Total taken from Great Britain by the enemy	-	-	492
Balance in favour of Britain,	-	-	77

The whole amount of captures made by each power in the course of the war, stands nearly as follows, viz.

Taken from the Spaniards,	-	-	1249 vessels.
Ditto from the French,	-	-	2185
Total taken from the enemy,	-	-	3434
Taken by the Spaniards,	-	-	1360
Ditto by the French,	-	-	1878
Total taken from Great Britain,	-	-	3238
Balance in favour of Britain,	-	-	196

* Appendix, Chap. I. No. 13. State of the Navy; and Chap. III. No. 3, 4, 5, and 6, loss sustained by each power at war.

OCCURRENCES AT HOME.

A.D.

1749

At the first session of parliament after the peace, the compliment of seamen was reduced to 17,000, for the service of the current year.

The whole supplies granted, amounted to 7,209,443*l.*— During this session, a bill was brought in under the title of “ a bill for amending, explaining, and reducing into one “ act of parliament, the laws relating to the navy ;” the tendency of which was, to subject officers on the half pay to martial law. This spread a general alarm through all ranks in the navy, and threatened very serious consequences. A petition was presented to the house of commons by Sir John Norris, signed by three admirals and forty-seven captains, who were not members of parliament ; the motion for reading the petition was seconded by Sir Peter Warren ; it represented, that the bill depending contained several clauses highly injurious and dishonourable to naval officers in general, and might be very prejudicial to the public service ; and that the present laws for the government of the navy had been always found sufficient for that end ; and the power of the admiralty co-operating with the zeal of the sea-officers, had been hitherto effectual to secure the service of those on half pay on pressing occasions ; the petitioners hoped they should not be subjected to the many hardships and discouragements that must attend an alteration in the present laws with regard to them ; and therefore prayed to be heard by counsel against certain parts of the bill. In consequence of this petition, the two most exceptionable clauses in the bill were expunged ; the former laws for the regulations and government of the navy, were repealed, and the present articles of war established.

A bill was also brought in by Mr. Pelham, to revive the plan of registering seamen to serve in the navy ; but it met with so violent an opposition, that he withdrew his motion.

The admiralty first authorized by act of parliament to grant commissions to flag officers, or any other officer commanding in chief his majesty's fleet, or squadron of ships of war, to call and assemble courts-martial in foreign parts.

An act passed for making a harbour, and building a pier at Ramsgate.

The

A.D. 1749 The number of masters on the half pay was encreased from thirty to fifty, the half of whom were to be allowed two shillings and six-pence per day, and the rest two shillings. The number of surgeons were also increased from twenty to fifty on the half pay list, to be paid in the same proportion as the masters.

On the 26th of June, a court-martial assembled at Portsmouth, to try Mr. Samuel Couchman, and his associates, for seizing and running away with his majesty's ship the Chichester, of 40 guns, commanded by Captain O'Brien Dudley, when on the coast of Africa on the 10th of October, 1748. The charge being clearly proved in the evidence of Mr. Gastrien, the boatswain, Mr. Gilham, master's mate, and the coxswain of the barge; the court passed sentence of death on Mr. Samuel Couchman, first lieutenant, John Morgan, lieutenant of marines; Thomas Knight, carpenter; John Place, carpenter's mate; John Reid, quarter-master; Thomas Ferryman, steward; and seven seamen; which sentence was put into execution on the 14th of July; the two first were shot on board the Chesterfield; the four others and one seamen were hanged; the rest received his majesty's pardon.

Rear-Admiral Knowles having been much censured by several captains in the squadron, for his conduct in the action with the Spanish fleet in the West-Indies; on his return to England, was tried by a court-martial held on board the Royal Charlotte yacht at Deptford, on the 11th of December; it was composed of the following members, viz.

President,

William Rowley, Esq. Admiral of the White.

Sir Edward Hawke, Vice-Admiral of the Blue

Hon. John Forbes, Rear-Admiral of the White.

Captains.

Thomas Stourton,

William Parry,

Merrick De L'Angle,

Richard Haddock,

Matthew Buckle.

On the 20th the evidence closed; when it appeared to the court, that while Admiral Knowles was standing for the Spanish fleet, he might, by a different disposition of his squadron, have begun the attack with six ships, and earlier in the day, but from the method he pursued, he began the action with four ships only; the court was also of opinion, that he ought to have shifted his flag from the Cornwall to
some

some other ship, immediately after she was disabled, in order to have conducted and directed, during the action, the operations of the squadron entrusted to his care. The admiral's personal courage was fully proved. A. D. 1749

The court unanimously agreed that Rear-Admiral Knowles falls under the 14th article of war, being guilty of negligence; and also under the 23d article. The court therefore unanimously adjudged him to be reprimanded for not bringing up the squadron in closer order than he did; and for not beginning the attack with so great a force as he might have done; and also for not shifting his flag on the Cornwall's being disabled.

Rear-Admiral Knowles exhibited charges against Captain Charles Holmes, of the *Lenox*, for bad conduct, breach of orders, disobedience to signals, and not doing his utmost to take or damage a Spanish squadron, in an action off the Havannah, 1748. The court was composed of the same members except Captain Haddock, whose place was supplied by Captain Rodney. The court sat from the 15th to the 18th of January, 1750, when it passed the following sentence:—"That Captain Holmes behaved like a
" good and gallant officer during the whole of the action;
" that he likewise shewed very good conduct for the pre-
" servation of his convoy, when he fell in with the Spa-
" nish squadron a day or two before the action; and also
" great zeal for his king and country, in quitting his
" homeward bound course, to go in quest of Rear-Admi-
" ral Knowles, in order to inform him of that squadron,
" and to strengthen him with the addition of his ship, the
" better to enable them to engage the enemy; when he
" had at the same time, not only a large part of his own
" fortune on board the ship, but was pressed by the passen-
" gers to proceed directly home. The court therefore
" unanimously agreed to acquit Captain Holmes with ho-
" nour of every part of the charge exhibited against him."

Captain Powlett, of the *Tilbury*, was also tried, and honourably acquitted.

The animosity which prevailed amongst the captains of this squadron, was carried to most serious lengths, and produced several duels; one which was fought between the Captains Clarke and Innes, in Hyde Park, proved fatal to the latter. Captain Clarke was tried at the Old Bailey, convicted, and received sentence of death; but his majesty

A.D. granted him a free pardon. Another duel was fought be-
 1749 tween Admiral Knowles and Captain Holmes; they discharged two or three shot at each other without effect, when the seconds interfered, and the parties were reconciled. The king being informed that four more challenges had been sent to the admiral, ordered three of the officers to be taken into custody, which put an end to all further dissensions.

Early in May a squadron sailed from Portsmouth to North America, under the command of Sir Edward Hawke, having on board Colonel Cornwallis, (as governor) and about 4000 adventurers and their families, to settle the Province of Nova Scotia. Towards the end of June they arrived at Chebueto; and in July Governor Cornwallis fixed upon a spot, which appeared the most eligible to form a settlement, and began to build a town, which he named Halifax.

In the month of June, Captain Keppel was sent with a squadron of seven ships of war, into the Mediterranean, to demand restitution from the Dey of Algiers, for the effects plundered out of an English packet by some of his corsairs, on her passage from Lisbon to Falmouth. The commodore, on his arrival, finding that he could not recover the effects, nor obtain a satisfactory answer from the Dey, proceeded to Port Mahon, and dispatched the Tryal sloop to England for further instructions; but this affront, which at other times would have been chastised, was passed by unnoticed.

WEST-INDIES.

The French, in violation of the treaty of peace, sent an armed force from Martinico, and seized the neutral island of Tobago, which they fortified. Captain Holbourne, who commanded the squadron on this station, with Governor Grenville, of Barbadoes, represented the impropriety of this proceeding to the Marquis de Caylus, governor of Martinico; who would not evacuate the island until ordered so to do by the Court of France.

EAST INDIES.

In January, the squadron which had been sent to refit,
 returned

returned to Admiral Boscawen at Fort St. Davids. On the 12th of April, while a part of it was at anchor in the road, it came on to blow most violently from the N. N. W. The next morning the wind suddenly shifted, and blew with greater rage from the east, and from thence to the south. In this storm the Namur foundered, and every soul, excepting two midshipmen and twenty-four men, perished. The admiral, captain, and several of the officers, were fortunately on shore. The Pembroke was wrecked on a bank near Porto Novo, and 330 of her crew drowned, only twelve being saved. Captain Fincher, and her captain of marines, were luckily on shore. The Lincoln and Winchelsea East-India ships were wrecked; but the crews were saved.

Mr. James Alms gives the following account of the loss of the Namur, and of his own preservation, in a letter to Mr. Ives.

“ We were at anchor in the Namur, in Fort St. Davids road, Thursday, April the 13th, 1749. In the morning it blew fresh, wind N. E.; at noon we veered away to a cable and a half on the small bower. From one to four o’clock, we were employed in setting up the lower rigging. Hard gales and squally, with a very great sea. At six o’clock rode very well; at half an hour after had four feet water in the hold. Immediately we cut the small bower cable, and stood to sea under our courses. Our mate, who cut the cable, was up to his waist in water at the bitts. At half past seven we had six feet water in the hold; when we hauled up our courses, and hove over board most of our upper deck, and all the quarter-deck guns to leeward. By three-quarters after eight, the water was up to our orlop gratings, and there was a great quantity between decks, so that the ship was water logged; when we cut away all the masts, by which the ship righted. At the same time we manned the pumps, bailed, and soon perceived that we gained upon the ship, which put us in great spirits. A little after nine o’clock we foundered, and found ourselves in nine fathoms water; the master called to cut away the sheet anchor, which was done immediately, and we veered away to a little better than a cable; but before she came head to the sea, she parted at the chesttree. By this time it blew an hurricane. You may easier conceive,

A.D. 1749 " than I describe, what a dismal, melancholy scene now
 " presented itself. The shriekings, cries, lamentations,
 " ravings, despair, of above 500 poor wretches verging on
 " the brink of eternity!

" I had presence of mind, however, to consider, that
 " the God Almighty was the God all merciful, with the
 " comfortable reflection and hope, that I had ever put my
 " whole trust in him. I then made a short prayer for his
 " protection, and jumped overboard. The water at that
 " time was up to the gratings on the poop from whence
 " I leaped. The first thing I grappled was a capstan bar,
 " from which, in company with seven more, I got to the
 " David; but in less than an hour I had the melancholy
 " sight to see them all washed away, and myself remain
 " alone upon it almost spent. I had now been above two
 " hours in the water, when, to my unspeakable joy, I saw
 " a large raft with a great many men driving towards me.
 " When it came near, I quitted the David, and with great
 " difficulty swam to it, and by the assistance of one of our
 " quarter-gunners got upon it. The raft proved to be
 " the Namur's booms. As soon as we were able we
 " lashed the booms close together, and fastened a plank
 " across, and by this means made a good catamaran. It
 " was by this time one o'clock in the morning, soon after
 " that the seas were so mountainous as to turn our ma-
 " chine upside down, but providentially with the loss of
 " only one man.

" About four o'clock we struck ground with the booms,
 " and in a very little while all that survived got on shore.
 " After having returned God thanks for his almost mira-
 " culous goodness towards us, we took each other by the
 " hand (for it was not yet day), and trusting still for the
 " Divine Providence for protection, we walked forward
 " to find some place to shelter us from the inclemency of
 " the weather, for the spot where we landed offered no-
 " thing but sand. When we had walked about for a
 " whole hour, but to no manner of purpose, we returned
 " back to the place where we had left our catamaran; and
 " to our no small uneasiness found it gone. Day-light
 " appeared soon after, when we found ourselves on a sandy
 " bank, a little to the southward of Porto Novo, and as
 " there was a river running between us and this Dutch
 " settlement, we were under a necessity of fording it, and
 " soon

“ soon afterwards arrived at Porto Novo, where we were
 “ received with much hospitality. From our first landing
 “ to our arrival at Porto Novo, we lost four of our com-
 “ pany, two at the place where we were driven ashore,
 “ and two in crossing the river.”

Out of 500 men only 22 were saved with Mr. Alms, who was promoted soon after by Rear-admiral Boscawen, to be a lieutenant in the Syren frigate; and in the year 1762 he was made a post captain, in which situation he distinguished himself on many occasions, as will be seen in the course of this work.

In the month of August Madras was delivered up to the English, agreeable to the treaty of peace; and on the 21st of October following Admiral Boscawen returned to England.

On the 3d of December Vice-admiral Griffin was tried by a court-martial at Chatham, on charges exhibited against him while commander in chief in the East-Indies, for neglect of duty, misconduct, and mispending his time in fruitless councils, instead of going out and engaging the enemy. The court was composed of the following members, viz.

President,

Vice-admiral Sir Edward Hawke, K. B.

Rear-admiral Chambers Captain Merrick de L'Angle

Captain Stourton ——— Piercy Brett

——— Francis Parry ——— Hon. J. Montagu

On the 7th of the same month the court pronounced sentence, that Vice-admiral Griffin fell under the 27th article of the 13th of Charles II. viz. negligently performing the duty imposed on him; and adjudged him to be suspended from his rank as a flag officer during his majesty's pleasure. He was soon after restored to his rank, and died the 23d of December, 1771, admiral of the white.

The French having sent out a squadron to the coast of Africa, under M. Perrier, de Salvert, with a view to disturb the British settlements, and to erect a fort at Anamaboe. The ministry, on notice of this, detached Captain Buckle with a small squadron to the coast, who on his arrival, sent to the French commodore to inform him, that if he did not withdraw his force and depart, he should be under the necessity of making use of force to compel him.

A.D. him. M. Perrier de Salvert thought proper to comply,
 1751 and retired with his squadron*.

1753 An act of parliament passed this year to render more effectual an act of the 12th of Queen Anne, for providing a public reward for such person or persons as should discover the longitude at sea. The commissioners appointed, in addition to the first lord of the admiralty, speaker of the house of commons, and several other officers of state, were the governor of Greenwich hospital, the judge of the admiralty court, the secretary of the treasury, the secretary of the admiralty, and the comptroller of the navy.

1754 From the intrigues and ambitious views of M. Dupleix, the French governor of Pondicherry, peace was never established in the East-Indies; and hostilities continued to be carried on between the two companies. At length the court of directors applied to government to send out a squadron for the protection of their settlements. Accordingly four sail of the line and a frigate were ordered to be equipped for this service, and Rear-Admiral Watson appointed to the command†. The admiral sailed from Plymouth on the 9th of March, with orders to put into Kinsale, to receive on board a regiment of infantry. While at anchor there, a violent storm came on, in which the whole squadron was in danger of being driven ashore. The Eagle and Bristol ran foul of each other, were dismasted, and so much damaged as to be incapable of proceeding on the voyage. Notwithstanding this disaster Admiral Watson sailed from Kinsale on the 24th of March, and was followed by the Cumberland of 66, and the Tiger of 60 guns, which were sent out in lieu of the disabled ships.

1755 The parliament voted 12,000 seamen for the service of

* French Force.			British Force.		
<i>Ships.</i>		<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
One	of	74	Affiance	50	Captain M. Buckle
Ditto	—	64	St. Albans	60	Hon. J. Byron
Ditto	—	80	Sphynx	20	Ed. Wheeler
<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>		
† Kent	-	74	{ Charles Watson, Rear-Admiral of the blue		
Eagle	-	60	{ Captain Henry Spake		
Salisbury	-	50	——— George Pocock		
Bristol	-	50	——— T. Knowler		
Bridgewater	-	20	——— T. Latham		
Kingsfisher	-	16	——— W. Martin		
			——— B. Mighell		

the

the current year. The supplies for the navy were as follows, viz. A.D. 1755

The pay of the seamen, including ordnance for sea service - -	624,000	0	0
Towards paying off the navy debt	700,000	0	0
For the ordinary of the navy, including half-pay to sea officers	280,288	14	1
Towards the support of Greenwich hospital - - -	10,000	0	0
For building, rebuilding, and repairs of the navy - - -	100,000	0	0

The whole supplies granted this year amounted to 4,073,779l. 11s. 6½d.

On the 6th of January the following promotion of flag officers took place, viz.

Henry Osborne, Esq.	to be Vice-Admiral of the red.
Thomas Griffin, Esq.	} Vice-Admirals of the white.
Sir Edward Hawke, K. B.	
Charles Knowles, Esq.	} Vice-Admirals of the blue.
Hon. John Forbes	
Hon. Edward Boscawen	
Charles Watson, Esq.	} Rear-Admirals of the red.
Temple West, Esq.	
George Pococke, Esq.	} Rear-Admirals of the white.
Hon. George Townsend	
Savage Mostyn, Esq.	} Rear-Admirals of the blue.
Francis Holbourne, Esq.	
Henry Harrison, Esq.	
Thomas Cotes, Esq.	
Thomas Frankland, Esq.	} The four last were not promoted till May.

The British settlers in North America, particularly in the province of Nova Scotia, having been repeatedly disturbed by the insults and encroachments of the French; it became highly necessary for the British government to send out a force to check these proceedings. For this purpose the honourable Captain Keppel was dispatched early in the year with two fifty gun ships, and a body of land forces, under the command of General Braddock. The departure of this little armanent was no sooner known by the French court, than it began to assume an hostile disposition, and served as a pretence to equip a strong fleet at Brest and Rochfort. The guardships were consequently ordered to take on board their lower-deck guns, and to complete their

A.D. their crews with all possible dispatch. On the 11th of
 1755 March a royal proclamation was issued, offering a bounty
 to seamen and able-bodied landmen to enter into the royal
 navy; and as a farther encouragement several sea-port
 towns offered additional bounties. On the 14th of the
 same month forty-three sail of the line, besides frigates and
 other vessels, were ordered to be commissioned and fitted
 for sea with all possible expedition*.

The French hastened their equipment, and in April sent
 to sea a fleet of twenty-five sail of the line, under the com-
 mand of M. Macnamara, who after having escorted M.
 Bois de la Motte some leagues to the westward, returned
 to Brest with nine sail of the line. As soon as advice was
 received of the sailing of the French fleet, Vice-Admiral
 Boscawen was ordered to proceed to the coast of America,
 and to attack the French squadron wheresoever he should
 meet it. The admiral sailed from Plymouth on the 27th
 of April with eleven sail of the line†. The ministry being
 soon after better informed of the strength of the French
 fleet in North America, on the 11th of May dispatched
 Rear-Admiral Holbourne with a reinforcement of six sail
 of the line and a frigate‡; who had the good fortune to
 join Admiral Boscawen on the 21st of June off the banks
 of Newfoundland. On the 8th of this month the squadron
 chased three sail of the enemy's ships, which had been
 separated from M. Bois de la Motte in a gale of wind.
 The Dunkirk, commanded by the honourable Captain
 Howe, came up with, and brought the sternmost to close
 action, which struck upon the Torbay's approach. She
 proved to be the Alcide of 64 guns, and 480 men, com-
 manded by M. D'Hocquart. The Defiance and Fou-
 guex took the Lys, pierced for 64 guns, but had only 22
 mounted, commanded by M de Laperill. On board of
 these ships were taken the Governor of Louisbourg, a large
 body of land forces, and above 30,000l. in specie. A fog
 coming on favoured the escape of the other French ship,
 which, from the report of the prisoners, was the Dauphin
 Royal, of 74 guns. Vice-Admiral Boscawen finding that
 the rest of the French fleet had arrived safe at Quebec and
 Louisbourg, proceeded to Halifax, leaving Rear-Admiral

* Appendix, Chap. I. No. 14.

† Appendix, Chap. II. No. 61.

‡ Appendix, Chap. II. No. 62.

Holbourne with a small squadron to block up the latter port. In entering the harbour to Halifax, the Mars of 64 guns was run ashore, and lost, by the unskilfulness of the pilot; the crew and stores were saved. After Admiral Boscawen had refitted his squadron, he sailed for England, where he arrived on the 14th of November. Captain Richard Spry was left at Halifax with a few ships of war, in order to cruize early in the spring off the gulph of St. Lawrence, to intercept any supplies that might be sent from France to Quebec or Louisbourg. A. D. 1755

On the 21st of July Vice-Admiral Sir Edward Hawke sailed from Spithead with nineteen sail of the line*, to cruize off cape Finisterre, for the purpose of intercepting a French convoy, which was expected from the West-Indies, under the escort of M. du Guay, who eluded the vigilance of the British admiral, and arrived safe at Cadiz, and from thence at Brest. On his passage he fell in with and captured his majesty's ship Blandford, of 20 guns, Captain Watkins, on her passage to South Carolina with Governor Littleton, who on the ship's arrival at Nantz, was ordered by the French court to be set at liberty, the Blandford to be restored to Captain Watkins, and to sail wherever he thought proper. On the return of Sir Edward Hawke to Spithead, he preferred a complaint to the admiralty against Lord Henry Powlett, captain of the Barfleur, for having quitted his station without leave. His Lordship pleaded in excuse the report the carpenter had made of her defects; and that the sternpost of the Barfleur was so loose, her keeping the sea might be attended with imminent danger. The court were of opinion that he did not judge and act rightly in giving chase on the 24th of August to a sail seen in the S. W. when three were seen in the N. E. which might probably be a part of the fleet. But that as he had used his utmost endeavours to rejoin the fleet at the appointed rendezvous; they therefore judged it proper only to admonish him to be more cautious in his future conduct. As to his returning into port, the court were of opinion, that, considering the defects in the ship's rudder, his proceeding therein was very justifiable; and therefore they unanimously acquitted him upon that account.

On the 15th of October the command of the channel

* Appendix, Chap. II. No. 63.

A.D. fleet was given to Vice-Admiral Bing, who sailed from
 1755 Spithead, and continued to cruize in the Soundings until the 21st of November. On the 14th of that month, the *Esperance*, a French ship of 74 guns, commanded by the Comte de Bouvet, was taken by the *Orford*, Captain Stephens, after a sharp contest; the enemy had thirty men killed, and about double that number wounded. The *Orford* had one man killed, and seventeen wounded.

This ship was one of the *Louisbourg* squadron, on her way to Brest; she was so extremely old and leaky, in addition to the damage she had received in the action, that Admiral Bing a few days after, found it necessary to take the people out, and set her on fire.

The trade of the East-India Company, and that of all other Europeans, was greatly annoyed on the coast of Malabar, by the depredations committed on it by the cruizers of Angria, a noted pirate, who possessed many strong posts on that coast. For the purpose of destroying this nest of pirates, Commodore James, who commanded the marine forces of the company, on the 22d of March, sailed from Bombay, in the *Protector*, of 44 guns, with the *Swallow*, of 16, and the *Viper* and *Triumph* bomb ketches. After a heavy cannonade, he drove the enemy from the fortified island of Severndroog; and, agreeable to his orders, delivered it up to the Mahrattas. On the 8th of April he proceeded to Bancote, which surrendered upon being summoned; this place the company still keep possession of; and is now called Fort Victoria. On the 14th, the commodore appeared before Dabul, and was preparing to reduce it, when he received orders to return to Bombay.*

In November, Rear-Admiral Watson arrived with his majesty's squadron at Bombay. While the ships of war were refitting, he detached Commodore James, in the *Protector*, with the *Revenge* and *Bombay* frigates, to reconnoitre and sound the entrance of Geriah harbour, the capital of Angria's dominions; which having effectually performed, he returned to Bombay; and the admiral made

* In the year 1751, these pirates had the presumption to attack Commodore Leslie, in the *Vigilante*, of 64 guns, and the *Ruby* of 50, with many other ships in company. And in the year 1754, they attacked and burnt two Dutch ships, one of 50 guns, the other of 36; and captured another of 18 guns.

every necessary arrangement for the attack of this place, so soon as the season would permit. A.D. 1756

OCCURRENCES AT HOME.

For the service of the present year, the parliament voted 50,000 seamen, including 9138 marines. The supplies granted were as follows:

For the seamen, and ordnance for sea service,		l.	s.
		2,600,000	0
For the ordinary of the navy, including half pay to sea officers,		219,021	3
For building the naval hospital at Haslar,	-	20,000	0
For building, rebuilding, and repairs of the navy,		200,000	0
Towards paying off the debt of the navy	-	300,000	0

The whole supplies voted for the current year, amounted to 7,229,117l. 4s. 6d.

In this year, the humane and laudable plan for a marine society was instituted, by the patriotic zeal of the merchants of London; who entered into a most liberal subscription, to clothe and educate orphans, or deserted and friendless boys, to serve in the royal navy. This noble institution has proved of great advantage to the navy. In June, 1772, it was incorporated, and is governed by a president, and six vice-presidents.

The warlike preparations which the French were making at Brest, and their other sea ports, occasioned the ministry to hasten as fast as possible, the equipment of the fleet. On the 30th of January, Vice-Admiral Osborne sailed from Portsmouth with thirteen sail of the line,* and a large fleet of merchantmen, which he had orders to escort some leagues to the westward, and afterwards to cruize off Brest. On the same day M. D'Aubigny sailed from Brest with a small squadron for Martinico. The remaining French ships of war in that harbour not appearing in a state of forwardness for sea, Vice-Admiral Osborne returned to Spithead on the 16th of February. Three days after M. de Beauffier left Brest, with several ships of war for St. Domingo.

On the 11th of March Admiral Bing was appointed to command the fleet destined for the Mediterranean, hav-

* Appendix, Chap. II. No. 64.

A.D. 1756 ing under him Rear-Admiral West. The many unforeseen delays, and difficulties which arose on the part of the ministry, in the equipment of this fleet, (which consisted only of ten sail of the line)* prevented its departure from St. Helens before the 6th of April; and then most of the ships were short of their complement of men. This measure seems the more extraordinary, when it plainly appeared; that the admiralty had at their command above 8000 men without taking a single man from the cruising ships.†

On the 12th of March, Vice-Admiral Sir Edward Hawke failed from Spithead with a strong squadron to watch the enemy's motions at Brest; early in April he was reinforced with five sail of the line, under Rear-Admiral Holbourne.‡ On the 29th of the same month, Vice-Admiral Boscawen was sent out to relieve Sir Edward Hawke in the command of the fleet off Brest; who returned to England with a part of the squadron in May.§

On the 17th of May, the Colchester, of 50 guns, Captain O'Brien, and the Lyme, of 20 guns, Captain Edward Vernon, being on a cruize off Rochfort, fell in with, and gave chase to two French ships of war, (L'Aquilon, of 48 guns, M. de Maurville, and La Fidelle, of 36, M. de Letardis.) At about six in the evening, they got within pistol shot of the enemy. A furious engagement began, and continued with great obstinacy for five hours; when the enemy, from having directed their fire chiefly at the rigging and sails, made sail and effected their escape. A great number of men were killed and wounded on both sides.

On the 18th of May war was formally declared against France, in consequence of its hostile invasion of the island of Minorca. And on the 18th of June it was declared by France against Great Britain.||

On the 4th of June his majesty ordered a promotion of flag officers; after which the list of admirals stood as follows, viz.

* Appendix, Chap. II. No. 65.

† See Beatson's Naval and Military Memoirs, Vol. II. page 47, or Resolutions of the House of Commons, 13th of May, 1757.

‡ Appendix, Chap. II. No. 66.

§ Appendix, Chap. II. No. 67.

|| Appendix, Chap. I. No. 15. State of the Navy of Great Britain and France.

A.D.
1756

James Stewart, Esq.	-	Admiral of the Fleet.
Hon. George Clinton,	}	Admirals of the White.
Sir William Rowley, K. B.		
William Martin, Esq.	}	Admirals of the Blue.
Isaac Townsend, Esq.		
George Lord Anson,		
Hon. George Bing,		
Henry Osborne, Esq.		Vice-Admiral of the Red.
Thomas Smith, Esq.	}	Vice-Admirals of the White.
Thomas Griffin, Esq.		
Sir Edward Hawke, K. B.		
Charles Knowles, Esq.	}	Vice-Admirals of the Blue.
Hon. John Forbes,		
Hon. Edward Boscawen,		
* Charles Watson, Esq.	}	Rear-Admirals of the Red.
* Temple West, Esq.		
* George Pocock, Esq.		
* Hon. George Townsend,		
* Savage Mollyn, Esq.		
* Francis Holbourne, Esq.		
* Henry Harrison, Esq.	}	Rear-Admirals of the White.
* Thomas Cotes, Esq.		
* Thomas Frankland, Esq.		
† Lord Harry Powlett,	}	Rear-Admirals of the Blue.
† Harry Norris, Esq.		
† Thomas Brodrick, Esq.		
† Sir Charles Hardy, Knt.		
† George Earl of Northesk,		
† Charles Saunders, Esq.		

On the 26th of July, Admiral Bing, Rear-Admiral West, with the captains and officers who were ordered to return home from the Mediterranean, arrived at Spithead in the Antelope. Admiral Bing was immediately put in arrest by Admiral Osborne; who had, previous to his arrival, received orders for that purpose. On the 19th of August Admiral Bing was landed at Portsmouth, and conveyed to Greenwich under a strong guard; here he remained a close prisoner in the hospital until the 23d of December, when he was conducted to Portsmouth in order to take his trial.—See the beginning of the year 1757.

* Advanced in rank.

† Promoted from the Captain's list.

The

A.D. 1756 The honourable Captain Richard Howe, in the *Dunkirk*, with a twenty gun ship, and two sloops of war, having on board a detachment of about 300 men, from the island of Jersey, was sent to destroy the fortifications which the French had erected on the island of Chaucy, near St. Malos; and which gave great alarm to the inhabitants of Guernsey and Jersey. When Captain Howe appeared before the place, the governor, who had been summoned, refused to surrender; but the ships being ordered to proceed to the attack, he thought proper to submit to the terms prescribed him. The fortifications were demolished, and Captain Howe returned to England.

Vice-Admiral Boscawen continued to cruize off Brest till the 8th of November. Being informed by Lieutenant Cockburne, whom he had sent to reconnoitre the port, that there were not more than nine or ten ships of war lying in the harbour; he returned to England, leaving a squadron to watch the enemy's motions, under the Admirals Mostyn and Norris. Vice-Admiral Knowles was afterwards sent out to take the command of the fleet before Brest:* he remained on this station till the middle of December, and then returned to Spithead with the greater part of the fleet. The admiral had no sooner quitted his station, than the enemy sent out two squadrons, one under M. de Kerfaint, to the coast of Africa; and the other to the West-Indies, under M. de Beaufremont.

Towards the end of November, a change took place at the admiralty board.†

Captain Lockart, in the *Tartar* frigate of 28 guns, cruized with great activity and success; he took four large French privateers, two of which engaged him very warmly.‡

The *Dispatch* sloop of war, of 12 guns, commanded by Captain Holbourne, after an obstinate engagement, which lasted two hours, beat off the *Prince de Soubise* privateer, of 18 guns, and 170 men. The Frenchman made two attempts to board the *Dispatch*, but was each time re-

* Appendix, Chap. II. No. 68.

† Appendix, Chap. IV. No. 1.

<i>Ships</i>	<i>Guns.</i>	<i>Men.</i>
‡ <i>Le Cerf</i>	24	200
<i>Le Grand Gideon,</i>	24	215
<i>L'Heros,</i>	14	162
<i>La Rose,</i>	10	90

27 of whom were killed
7 of whom were killed.

pulsed

pulsed with considerable loss. Captain Holbourne was mortally wounded, and died soon after the action. A.D. 1756

The adventure tender, on the impress service, mounting six three-pounders, commanded by Lieutenant Orrock, was attacked off Bamborough castle, by a French privateer of 12 guns, and 148 men. Lieutenant Orrock engaged her very bravely for two hours, when his powder being all expended, with five men killed and eighteen wounded, he was obliged to strike. The privateer had seven men killed, and twenty-five wounded. For this gallant action, Mr. Orrock was promoted to the command of a sloop of war.

On the 23d of December, the Terrible privateer of London, of 26 guns, and 200 men, commanded by Captain Death, took, after an action of two hours, the Grand Alexander, from St. Domingo, of 22 guns and 100 men. Both ships were considerably damaged; the Terrible had a lieutenant and 16 men killed. On the 28th of the same month, as the Terrible was conducting her prize to England, and but ill prepared for a second engagement, she unluckily fell in with the Vengeance privateer belonging to St. Maloes, of 36 guns, and 360 men. The enemy's first object was to retake the prize, which they manned, and both together bore down on the Terrible. Captain Death defended his ship with the greatest bravery, against so unequal a force; neither did she strike until her main mast was shot away, her brave commander killed, with nearly half his crew, and most of the survivors badly wounded. The enemy's ship was a complete wreck, her first and second captains were killed, with two thirds of the crew.

The merchants of London, as a testimony of their high sense of the gallant behaviour of Captain Death and his brave crew, opened a subscription at Lloyd's coffee-house, for the benefit of his widow; for the widows of those brave fellows who lost their lives with him; and for that part of the crew who survived the engagement.

On the 26th of December, the Antigallican privateer of London, mounting 30 guns, and 280 men, commanded by Captain Foster, being on a cruize off Ferrol, gave chase to a sail. About noon he brought her to action within pistol shot, which continued with great fury till three in the afternoon, when she struck, and proved to be the Duc de Penthièvre East-Indiaman of 50 guns, commanded by M. de Villeneuve, who was killed, with twelve of

A. D. 1756 of his men, and 27 wounded: the Antigallican had twelve men killed, and 26 wounded. The weather proving very tempestuous, and the ships much disabled in the engagement, obliged Captain Foster with his prize, to put into Cadiz. On his arrival, the French consul represented the facts of this capture in so unjust a manner to the French ambassador at the court of Madrid, that the Spanish minister sent orders to the commanding officer at Cadiz, to seize the Penthievre, and restore her to the French. Captain Foster resisted the attempts of the Spaniards with great spirit and courage; till being overpowered by a superior force, he was obliged to yield. This, among other violent acts committed by the Spaniards, was productive of the war with that nation. His majesty, as a recompence to the owners of the Antigallican privateer for the loss they had sustained, gave them the Roebuck, of 44 guns.

MEDITERRANEAN.

On the 2d of May Admiral Bing arrived in Gibraltar bay, and was joined by the squadron * under the command of the honourable Captain Edgecumbe; from whom he learnt that M. de Richlieu, with a large body of French troops, had landed on the island of Minorca, and that the Toulon fleet was at sea.

Admiral Bing, who was resolved, if possible, to relieve the garrison at Fort St. Philip, lost no time in getting the fleet ready for sea. On the 8th of May he sailed from Gibraltar; but was so unfortunate, as not to make the island of Minorca until the 18th; having been greatly retarded on his passage by contrary winds and calms. On the 19th the admiral sent Captain Hervey, in the Phoenix, with the Chesterfield and Dolphin, to reconnoitre the harbour of Mahon; and with orders, if he should find it practicable, to deliver a letter to General Blakney, purporting the force he had with him, and expressive of his wishes to relieve the garrison. When the frigates had arrived within a league of the harbour, Captain Hervey made the private signals to the fort, which were unfortunately not answered; and the French fleet at this time appearing in the S. E. the admiral recalled the frigates, and made the signal for a general

* Appendix, Chap. II. No. 69.

chace in that quarter. At two o'clock in the afternoon, A.D. 1756
 Admiral Bing made the signal to form the line of battle ahead; about this time the wind died away; and as there was no prospect of being able to bring the enemy to action that night, the admiral took the opportunity to strengthen those ships which were weakly manned, by detachments from the frigates. On the 20th in the morning, the weather was so extremely hazy, that the French fleet could not be seen; towards noon it cleared up, and they were discovered again in the S. E. quarter. About two o'clock in the afternoon both fleets had formed their line of battle. The British admiral having the advantage of the wind, made the signal to bear away two points, and to engage the enemy. The van, commanded by Rear-Admiral West, being at too great a distance, to comply so readily as he wished with both these signals, bore up with his division seven points. He very soon closed with the enemy, and began the engagement with great bravery and judgment, forcing one of their ships to quit the line. The *Intrepid's* fore-top-mast being early in the action unfortunately shot away, threw those ships astern of her into some confusion, which occasioned a great space between the van and rear of the British fleet; and exposed Rear-Admiral West's division to the fire of almost the whole French line. The smoke prevented Admiral Bing from seeing the situation of his van, which he no sooner discovered, than he ordered the *Deptford* to take the *Intrepid's* place in the line, and made sail to close and support the rear-admiral; but before this could be effected, M. de Galiffioniere grew sick of the action, and at six o'clock bore away with his whole fleet. The French ships being all clean and better sailers, baffled all the efforts of the British admiral to close and renew the battle. The loss sustained in this action was nearly equal. On the side of the British, 43 were killed, and 168 wounded. Captain Andrews, of the *Defiance*, was among the slain; and Captain Noel, of the *Princess Louisa*, was mortally wounded. The French had 38 killed, and 180 wounded.*

The day after the engagement Admiral Bing (from the crippled state of his ships) thought it necessary to assemble a council of war on board the *Ramillies*, to determine

* Appendix, Chap. II. No. 70.—British and French fleets.

A.D. 1756 what plan should be pursued for the future operations of the fleet. The unanimous opinion of the council of war was, that the disabled condition of the ships made it necessary for them to proceed immediately to Gibraltar to refit, as well as to secure the safety of that fortress, and the more immediate protection of the trade. In consequence of these resolutions, Admiral Bing steered for Gibraltar, and anchored in the bay on the 19th of June; where he found Commodore Broderick, who had arrived from England with a reinforcement of four sail of the line, and a fifty gun ship*. The Admiral used all possible dispatch in the refitting of his ships; and being thus strengthened, to put to sea again in quest of the enemy; but on the 3d of July the Antelope arrived from England, having on board Admiral Sir Edward Hawke, Rear Admiral Saunders, and several navy captains, with orders to supersede the Admirals Bing and West, and such captains as were directed by the admiralty to return home. Lord Tyrawley was also sent out in the same ship, to be governor of Gibraltar, in the room of General Fowke, who was recalled.

On the 9th of July the Antelope sailed from Gibraltar on her return to England, with the admirals and all such officers on board as were thought necessary to be sent home†. Previous to Admiral Bing's sailing, he wrote a letter to the secretary of the admiralty, expressive of his feelings at being so disgracefully superseded in his command; and concerned to find that Rear-Admiral West, with other officers in the fleet, should be sufferers for what he alone should be responsible as commander in chief.

Sir Edward Hawke found the fleet in such a state of forwardness, that he was soon enabled to put to sea; and arriving off Minorca, he there learnt that the island had surrendered on the 18th of June. The French fleet had retired to Toulon, where it remained perfectly quiet,

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Prince George -	80	{ T. Broderick Commodore
Ipswich -	64	{ Captain A. North
Nassau -	64	----- R. Tyrell
Hampton Court -	64	----- J. Sayer
Ifis -	50	----- J. Webb
		----- E. Wheeler

† These were Captain Gardiner of the Ramillies, Captain Everitt of the Buckingham, Captain Gough of the Experiment, and Captain Basset of the Fortune sloop; with most of the officers of the two flag ships.

which

which gave Sir Edward Hawke an opportunity of very much distressing the enemy's trade, and rendering protection to our own. A.D. 1756

The *St. George* privateer of Liverpool, of 12 guns and 80 men, commanded by Captain Fortunatus Wright, who had cruized with great success against the enemy's trade, was attacked off Leghorn by a French xebec, of 16 guns and 280 men, fitted out for the purpose of taking the *St. George*. The battle was obstinate, and maintained with great bravery; at length the Frenchman sheered off with the loss of her captain, several officers, and a great part of her crew. Some vessels having put themselves under the protection of Captain Wright, he conducted them safe into Leghorn. On his arrival there the governor ordered his vessel to be seized, and himself and crew were thrown into prison, on the pretence of having violated the neutrality of the port. Captain Wright soon found an opportunity to inform Sir Edward Hawke of his situation, and of the services he had performed. The admiral, highly incensed at the unjust treatment of a British subject, by the Austrian government, dispatched Sir William Burnaby with the *Jersey* and *Isis* to Leghorn, with orders to demand the immediate release of Captain Wright and his crew, and to restore his ship to him in twenty-four hours after his arrival. This request, however mortifying, was complied with by the governor.

Some time after the *St. George* was overtaken by a violent storm, in which she foundered; her brave commander and crew perished.

Sir Edward Hawke, during his command on this station, maintained with great dignity the honour of the British flag. Finding on his return to Gibraltar, that there was no further necessity for so large a fleet in the Mediterranean; on the 3d of December he sailed with a part of it for England, leaving a sufficient squadron for the protection of the trade under the command of Rear-Admiral Saunders.

NORTH AMERICA.

Early this year Commodore Holmes was sent out to take the command, and reinforce the squadron on this station*, which had wintered at Halifax under Captain Spry.

* Appendix, Chap. II. No. 71.

A.D. 1756 On the 12th of July the Litchfield and Norwich fell in with and took L'Arc en Ciel, a French ship of war of 50 guns and 578 men. She was bound to Louisbourg, and had on board military stores and provisions.

On the 27th of the same month Commodore Holmes, being on a cruize off Louisbourg, fell in with four French ships of war, under the command of M. de Beauzier, who had come out of that harbour the preceding night. An obstinate engagement ensued, in which the Frenchmen were so roughly handled, that they made sail and regained their port, in spite of the efforts of Commodore Holmes to cut them off. Our ships were much disabled in their rigging, and had six men killed, and twenty wounded*.

LEEWARD ISLANDS.

Rear-Admiral Frankland commanded the squadron on this station†; whose cruizers were very active in annoying the enemy's trade and giving protection to our own. The Warwick, of 60 guns, commanded by Captain Shulldham, being on a cruize off Martinico, fell in with, and after a gallant resistance was taken by a French squadron, under M. de Aubigny‡.

JAMAICA.

The squadron on this station was commanded by the honourable George Townsend, rear-admiral of the red,

British Squadron.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
* Grafton -	70	520	--- Com. Holmes
Nottingham	60	400	--- Captain Sam. Marshall
Hornet -	14	100	--- S. Salt
Jamaica -	14	100	--- Sam. Hood

French Squadron.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
L'Heros -	74	700	--- M. de Beaufier
L'Illustre -	64	600	--- M. de Montalais
La Licorne	32	300	--- M. de Buergon
La Syren -	32	300	---

† Appendix, Chap. II. No. 72.

<i>Ships.</i>	<i>Guns.</i>
§ La Prudente	- - 74
L'Atalente	- - 30
La Zephyr	- - 26

whose

whose force was too weak to undertake any offensive operations*: he, however, afforded every protection to the trade, and by a judicious disposition of his squadron preserved the island from a threatened attack of the enemy. A.D. 1756

EAST INDIES.

Vice-Admiral Watson, whom we left at Bombay refitting his squadron, having arranged his plan for the attack of Geriah, the principal settlement of Angria, judged it necessary, previous to the departure of the armament, to settle a proper mode for the distribution of prize-money. A council, composed of sea and land officers, was held, wherein it was stipulated, that Admiral Watson, as commander in chief of the king's squadron, should receive two-thirds of one-eighth of the whole; Rear-Admiral Pocock one-third of one-eighth; Lieutenant Colonel Clive, and Major Chambers to share with the captains of the fleet; and the rest of the sea and land officers according to the usual method. Lieutenant-Colonel Clive's proportion was not considered by many of the land officers, adequate to his rank as commander in chief. Admiral Watson, rather than delay the service on this account, declared, that as he could not set aside the articles as settled by the council; he would agree to make Lieutenant-Colonel Clive's share equal to Rear-Admiral Pocock's out of his own prize-money. This being adjusted, on the 7th of February they sailed from Bombay. On the 11th the squadron appeared before Geriah. The next day, about noon, it entered the harbour in two divisions†; and the ships bringing up against the batteries commenced a most vigorous cannonade, which continued with great fury till half past six in the evening, when the enemy's fire was entirely silenced. The admiral immediately ordered the troops to be landed under Colonel Clive; and the next day the governor surrendered the town and principal fort, on which the British colours were hoisted. Angria fled from the fort soon after the attack began, taking with him part of his treasure. His two wives and children were made prisoners, and treated by the admiral with the greatest humanity. Two hundred and fifty pieces of can-

* Appendix, Chap. II. No. 73.

† Appendix, Chap. II. No. 74.

A.D. 1756 non and six brass mortars were found in the forts, together with a large quantity of ammunition and stores. About 100,000l. sterling in rupees, and 30,000l. more in valuable effects were taken. The arsenal and store-houses were destroyed, with the principal part of the ships in the harbour and on the stocks. In the reduction of this place, which had been the terror of all the trading nations in India for upwards of a century, not more than twenty men were killed and wounded. Vice-Admiral Watson, having left a sufficient number of troops, and a naval force to secure and defend this place; towards the end of April sailed to the coast of Coromandel, and anchored in Fort St. David road on the 14th of May. Soon after orders arrived for the admiral to return with his squadron to England. When this became known to the governor and council of Madras, they were greatly alarmed for the fate of the company's settlements, should they be left unprotected by a naval force. They therefore represented to the admiral the perilous situation they were in; particularly as certain advices had been received from the Court of Directors, that a large fleet, with above 3000 land forces on board it had actually sailed from France for India; and also that in Bengal their affairs were in a most dangerous condition; where the Nabob Surajah Dowlah had laid siege to, and made himself master of Casambuzar and Calcutta. From these strong representations it clearly appeared to the admiral that the East-India Company's affairs in India must be entirely ruined should he comply with his orders; he therefore resolved to risk a deviation from them, and to proceed instantly to Bengal. On the 14th of October Admiral Watson sailed from Madras. A large body of troops was embarked on board the squadron under Lieutenant-Colonel Clive. The weather proved so extremely tempestuous, attended with other disasters, that the admiral did not reach Balasour roads before the 5th of December. The Cumberland, Salisbury, and Blaze fireship parted company in great distress, the first was under the necessity of putting into Vizagapatnam; the Salisbury, after encountering many difficulties, joined the admiral some days after his arrival in the river. The Blaze never reached Bengal.

On the Vice-Admiral's arrival in Balasour roads, the fate of Calcutta was fully confirmed by the information of the
the

the pilots. This encreased his anxiety to proceed up the river with all possible dispatch. The pilots refusing to take charge of the large ships over the shoals, Captain Speke, who had been several times at Bengal, undertook the charge, not doubting of its being practicable, and by whose skill and judgment they were conducted over with safety, and anchored on the 15th of December off Fulta.

Here the admiral made every necessary arrangement for the attack of the enemy's batteries. A vessel was purchased and converted into a bomb-ketch, the command of which was given to Mr. Thomas Warwick, first lieutenant of the Kent. On the 27th every thing being ready the squadron moved up the river; and on the 29th brought up against the fort of Boujee Boujee; a heavy fire commenced and continued till the evening, when the enemy's cannon were silenced; but they shewed no inclination to surrender, keeping up a smart fire of musketry and fire arrows. In a council of war held on board the Kent, it was resolved to attempt carrying the fort by storm early the next morning. In order to strengthen the army, the admiral landed a detachment of seamen under the command of Captain King, to co-operate with Colonel Clive in this service; but, by a most singular event, it was carried without bloodshed. A seaman, by the name of Strachan, belonging to the Kent, having drank too much grog, straggled under the walls of the fort, in the dead of night, and observing a breach, entered at it, giving loud huzzas; this alarmed some more of his comrades, who had also strayed the same way; they instantly mounted the breach, and drove the Moorish soldiers (who had furiously attacked Strachan) from the works. By this time the whole camp and squadron were alarmed, and the troops flying to the fort, soon entered and gained possession of it without the loss of a man, excepting Captain Campbell, who in the confusion was accidentally killed by one of his own party. After every thing was quiet, Admiral Watson sent for Strachan to admonish him for his temerity; and addressed him by saying, "Strachan, what is this you have been doing?" The untutored hero, after having made his bow, scratched his head, and with one hand twirling his hat on the other, replied, "Why, to be sure, Sir, it was I who took the fort; but I hope there was no harm in it." The admiral then pointed

A.D. 1756 out to him the dreadful consequences that might have resulted from so rash an act, and insinuated as he left the cabin that he should be punished. Strachan, highly disappointed at this rebuke from the admiral, when he thought himself entitled to applause, muttered as he was going from the cabin, "If I am flogged for this here action, I will never take another fort as long as I live by G—."

It is to be regretted that the repeated bad conduct of this brave fellow prevented Admiral Watson from giving him promotion. He was afterwards wounded in one of the actions under Admiral Pocock, and became a pensioner of the chest at Chatham.

Captures made in the course of this year.

	<i>Vessels.</i>
Taken from the enemy, many of them of great value	251
Taken by the enemy, few of any value	230
Balance in favour of Great Britain	21

OCCURRENCES AT HOME.

1757 The parliament voted for the service of the current year 55,000 seamen, including 11,419 marines.

Supplies granted for the Navy.	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the pay of the seamen and ordnance for sea service	2,860,000	1	0
For the ordinary of the navy, including the half-pay to sea officers	223,939	7	7
Towards the buildings, rebuildings, and repairs of his majesty's ships	200,000	0	0
For Greenwich hospital	10,000	0	0
For purchasing land near Plymouth, and erecting the naval hospital there	10,000	0	0
The total grants for this year amounted to	8,350,325	1	3

In February his majesty ordered the following promotion of flag officers.

William Martin, Esq.	} To be Admirals of the white.
Isaac Townsend, Esq.	
George Lord Anson	
Henry Osborne, Esq.	} Admirals of the blue.
Thomas Smith, Esq.	
Thomas Griffin, Esq.	
Sir Edward Hawke, K.B.	

Charles

Charles Knowles, Esq.	}	Vice-admirals of the red.	A. D. 1757
Hon. John Forbes,			
Hon. Edward Boscawen,			
Charles Watson, Esq.	}	Vice-admirals of the white.	
Temple West, Esq.			
George Pococke, Esq.			
Hon. George Townsend,	}	Vice-admirals of the blue.	
Savage Mostyn, Esq.			
Francis Holbourne, Esq.			
Henry Harrison, Esq.	}	Rear-admirals of the red.	
Thomas Cotes, Esq.			
Thomas Frankland, Esq.			

On the 27th of December, 1756, the court-martial which was ordered to enquire into the conduct of Admiral Bing, assembled on board the St. George, in Portsmouth harbour, and was composed of the following members, viz.

President,

Vice-Admiral Thomas Smith.*

Rear-Admirals,

Francis Holbourne, Harry Norris,

Thomas Brodrick.

Captains.

Charles Holmes,

Francis Geary,

William Boys,

John Moore,

John Simcoe,

James Douglas,

John Bentley,

Hon. Augustus Keppel.

Peter Denis.

The court continued to sit until the 28th of February, when, on summing up of the evidence, it appeared to the court, that Admiral Bing had fallen under the following clause of the 12th article of war: “ or shall not do his utmost to take or destroy every ship which it shall be his duty to engage; and assist and relieve all and every of his majesty’s ships which it shall be his duty to assist and relieve.”

* Admiral Smith was generally known in the service by the name of Tom of Ten Thousand. When he was a lieutenant on board the Gosport, in Plymouth Sound, and her captain on shore, Mr. Smith directed a shot to be fired at a French frigate, which on passing, had neglected to pay the usual compliment to the flag. The French captain considering this as an insult offered to his flag, lodged a complaint against Mr. Smith, who was tried by a court-martial, and dismissed the service. His spirited conduct was, however, so much approved of by the nation, that he was promoted at once to the rank of post captain.

This

A.D. 1757 This article of war left no discretionary power in the court, as it expresses, that “every person so offending, “and being convicted thereof by the sentence of a court-martial, shall suffer death.” The court therefore adjudged Admiral Bing to be shot to death, at such time, and on board such ship, as the lords commissioners of the admiralty shall direct. But as it appeared by the evidence of Captain Gardiner, and other officers who were near the admiral’s person during the action, that he did not shew the least signs of cowardice or disaffection, but gave his orders with the greatest firmness and resolution; the court unanimously thought it their duty to recommend him as a proper object of mercy; at the same time wrote a letter to the admiralty, earnestly praying their lordships to implore his majesty’s clemency.

The legality of the sentence was referred to the twelve judges, who were of opinion that it was legal; upon which it was ordered to be put into execution: but some of the members expressing a desire to be released from their oath, having something to disclose relative to the sentence, which greatly affected their consciences, a respite was granted for a fortnight; and his majesty signifying a desire that a bill should be passed for that purpose, both houses of parliament complied with it. Several of the members of the court-martial were accordingly examined on oath at the bar of the house of commons. The question put to them was, “Whether they were of opinion, that they had some particulars “to reveal relative to the case of Admiral Bing, and the “sentence passed upon him, which they judged necessary “for his majesty’s information, and which they thought “likely to incline his majesty to mercy?” Three of the members declining to make any answer to this question, the house unanimously rejected the bill. Orders were then given to carry the sentence into execution. Admiral Bing was accordingly shot on board the Monarch, in Portsmouth harbour, the 14th of March. When brought on the quarter-deck, he delivered into the hand of a friend the following paper:

“A few moments will now deliver me from virulent
“persecutions, and frustrate the further malice of my ene-
“mies. Nor need I envy them a life, subject to those
“sensations, the injuries and injustice done me must create.
“Persuaded I am, justice will be done to my reputation
hereafter.

“ hereafter. The manner and cause of keeping up the
 “ popular clamour and prejudice against me, will be seen
 “ through. I shall be considered (as I now perceive my-
 “ self,) a victim, destined to divert the indignation and re-
 “ sentment of an injured and deluded people from the pro-
 “ per objects. My enemies themselves must now think
 “ me innocent. Happy for me at this my last moment,
 “ that I know my own innocence; and that no part of my
 “ country’s misfortunes can be owing to me. I heartily
 “ wish that the shedding of my blood may contribute to the
 “ happiness and service of my country; but cannot resign
 “ a just claim to a faithful discharge of my duty, according
 “ to the best of my judgment, and the utmost exertion of
 “ my ability, for his majesty’s honour, and my country’s
 “ service.

“ I am sorry that my endeavours were not attended with
 “ more success; and that the armament under my com-
 “ mand proved too weak to succeed in an expedition of
 “ such moment.

“ Truth has prevailed over calumny and falsehood; and
 “ justice has wiped off the ignominious stain of my sup-
 “ posed want of personal courage and disaffection: my
 “ heart acquits me of these crimes. But, who can be pre-
 “ sumptuously sure of his own judgment, or differing in
 “ opinion from my judges? And, if yet the error in judg-
 “ ment should be on their side, God forgive them, as I do:
 “ and may the distress of their minds, and uneasiness of
 “ their consciences, which in justice to me they have re-
 “ presented, be relieved, and subside as my resentment has
 “ done.

“ The Supreme Judge sees all hearts and motives; and to
 “ him I submit the justice of my cause.

“ J. BING.”

“ On board his majesty’s ship *Monarque*,
 “ in Portsmouth harbour, March 14,
 “ 1757.”

Admiral Forbes, who was at this time a lord of the ad-
 miralty, refused to sign Admiral Bing’s death warrant, for
 the following manly reasons:

“ It may be thought great presumption in me, to differ
 “ from so great authority as that of the twelve judges; but
 “ when a man is called upon to sign his name to an act
 “ which is to give authority to the shedding of blood, he
 “ ought

A.D. " ought to be guided by his own conscience, and not by
1757 " the opinions of other men.

" In the case before us, it is not the merit of Admiral
" Bing I consider. Whether he deserves death or not, is
" not a question for me to decide. But, whether his life
" can be taken away by the sentence pronounced upon him
" by the court-martial; and after having so clearly ex-
" plained their motives for pronouncing such a sentence, is a
" point alone which has employed my serious consideration.

" The 12th article of war, on which Admiral Bing's
" sentence is grounded, says (according to my understand-
" ing of its meaning,) ' That every person who in time of
" action, shall withdraw, keep back, or not come into
" fight, or who shall not do his utmost, &c. through mo-
" tives of cowardice, negligence, or disaffection, shall suf-
" fer death.'—The court-martial does, in express words,
" acquit Admiral Bing of cowardice and disaffection, and
" does not name the word negligence. Admiral Bing does
" not, as I conceive, fall under the letter or description of
" the 12th article of war. It may be said that negligence
" is implied, though the word is not mentioned: other-
" wise the court-martial would not have brought his offence
" under the 12th article, having acquitted him of cowar-
" dice and disaffection; but it must be acknowledged, that
" the negligence implied, cannot be wilful negligence; for
" wilful negligence, in Admiral Bing's situation, must
" have either proceeded from cowardice or disaffection; and
" he is expressly acquitted of both these crimes. Besides
" these crimes, which are implied only, and not named,
" may indeed justify suspicion, and private opinion; but
" cannot satisfy the conscience in case of blood.

" Admiral Bing's fate was referred to a court-martial;
" his life and death were left to their opinions. The court-
" martial condemned him to death, because, as they ex-
" pressly say, they were under the necessity of doing so, by
" reason of the letter of the law, the severity of which they
" complained of, because it admits of no mitigation. The
" court-martial expressly say, that, for the sake of their
" consciences, as well as in justice to the prisoner, they
" most earnestly recommend him to his majesty's mercy.
" It is evident then, that, in the opinion and consciences
" of the judges, he was not deserving of death.

" The question then is, shall the opinions, or necessities
" of

“ of the court-martial, determine Admiral Bing’s fate? D.A.
 “ If it should be the latter, he will be executed contrary to 1757
 “ the instructions and meaning of the judges; if the former,
 “ his life is not forfeited. His judges declare him not
 “ worthy of death; but mistaking either the meaning of
 “ the law, or the nature of his offence, they bring him
 “ under an article of war, which, according to their own
 “ description of his offence, he does not, I conceive, fall
 “ under; and then they condemn him to death, because, as
 “ they say, the law admits of no mitigation. Can a man’s
 “ life be taken away by such a sentence? I would not wil-
 “ lingly be misunderstood, and have it understood I judge
 “ of Admiral Bing’s deserts. This was the business of a
 “ court-martial; and it is my duty only to act according
 “ to my conscience; which, after deliberate consideration,
 “ assisted by the best light a poor understanding can afford
 “ it, remains still in doubt: and therefore, I cannot con-
 “ sent to sign a warrant, whereby the sentence of a court-
 “ martial may be carried into execution; for, I cannot
 “ help thinking, that however criminal Admiral Bing may
 “ be, his life is not forfeited by that sentence. I do not
 “ mean to find fault with other men’s opinions: all I en-
 “ deavour at, is to give reasons for my own; and all I
 “ wish, is, that I may not be misunderstood. I do not
 “ pretend to judge Admiral Bing’s deserts, nor to give any
 “ opinion on the propriety of the act.”

Signed February 16, 1757, at the Admiralty.

At the time sentence was passed on Admiral Bing, Rear-Admiral West was lying at Spithead with the command of a squadron under sailing orders; when he was informed of it, he wrote a public letter to the board of admiralty, begging leave to resign his command; and a private one to Earl Temple, (the first lord,) expressive of his reasons for so doing.

In April the board of admiralty was changed, and again on the 29th of June.*

During the spring and summer, Vice-Admiral Boscawen, and the Rear-Admirals West and Brodrick, cruized at different periods off Brest, and in the Soundings: their great object was to distress the enemy’s trade, and to intercept any supplies or reinforcements that might be sent out

* Appendix, Chap. IV. No. 1.

A. D. out from Brest to their colonies. In spite of the vigilance of
 1757 the British admirals, M. de Bois de la Motte slipped out of Brest, and reached Louisbourg in safety.

In the autumn a large fleet was equipped, and a considerable body of troops assembled at Portsmouth, for the purpose of making a descent on the French coast, and to endeavour to destroy the port of Rochfort, one of the enemy's principal naval arsenals. The command of the fleet was conferred on Sir Edward Hawke, having under him Vice-Admiral Knowles, and Rear-Admiral Brodrick; its force consisted of sixteen sail of the line, two frigates, five sloops, two bomb-ketches, two fire-ships, and several transports, having on board 7300 land forces, under the command of Sir John Mordaunt, K. B.*

On the 8th of September this armament sailed from Spithead, and made the French coast on the 20th. Sir Edward Hawke gave orders to Vice-Admiral Knowles to proceed with his division to Bosque road, and to attack the isle of Aix. At four in the afternoon, when he was advanced some distance from the fleet, a French ship of the line was observed standing towards him; but she soon discovered her mistake, and bore away with a crowd of sail. Vice-Admiral Knowles hesitated for some time considering the service he was ordered on, whether it would be proper to risk a separation of his division, by sending ships in chace; at length the Torbay and Magnamine's signals were made; but by this time the enemy had got so much the start of them, as to enable her to reach the Gironne in safety. The weather proving thick and hazy, it was the 22d before the whole fleet anchored in Bosque road. Early in the morning of the 23d, Vice-Admiral Knowles proceeded with his division to the attack of the isle of Aix; two French ships of the line, which were at anchor off the island, as soon as they saw our ships under weigh, slipped their cables, and ran into the river Charante. At twelve the batteries began to throw shells and fire shot. Captain Howe, in the Magnanime, who led, stood on with a steady bravery, reserving his fire until he got within forty yards of the fort, when he brought up with a spring on his cables, and opened so furious and well directed a fire, that in half an hour the enemy were driven from their guns, and surrendered. In the

* Appendix, Chap. II. No. 75.

fort were eight large mortars, and twenty-eight pieces of cannon. On the tower were two handsome and highly finished brass twelve pounders, which Sir John Mordaunt presented to Captain Howe, to adorn the *Magnanime's* quarter-deck. On the 28th, it was agreed in a general council of war, to land the troops, and make an attempt to destroy the town and port of Rochfort; much time was lost in sounding the different bays, in order to find out the most proper place to effect the landing. This delay gave the French an opportunity to collect a considerable body of regular troops, who marched down to the coast, and began to construct strong redoubts. All attempts against Rochfort, appearing to the general impracticable, it was determined to relinquish any further operations; the troops were ordered on board the transports; and Vice-Admiral Knowles was sent to blow up, and destroy the fortifications on the isle of Aix. On the 1st of October, the fleet sailed from Bosque road, and anchored at Spithead on the 6th. The nation in general expressed much dissatisfaction at the failure of this expedition, which had cost near one million sterling. The conduct of Sir John Mordaunt was enquired into by a court-martial; but as there appeared nothing against him, he was unanimously acquitted.

On the 22d of October, Sir Edward Hawke and Vice-Admiral Boscawen, sailed from Spithead with a strong squadron,* to cruise off Brest, with a view of intercepting the French fleet expected from Louisbourg, under M. de Bois de la Motte. A violent gale of wind, which dispersed, and forced the British fleet from their station, proved favourable to M. de la Motte, who arrived safe, but in a most shattered condition, at Brest. The object of Admiral Hawke's cruise being now at an end, he returned to Spithead, leaving out some ships to watch the enemy's motions.

The cruisers this year were very active and met with great success. In the month of January the *Tartar*, of 28 guns, and 200 men, commanded by Captain John Lockhart, after a short action, obliged the *Mont Ozier* privateer, of 29 pounders, and 180 men, to strike. While Captain Lockhart was preparing to take possession of her, she bore down and boarded the *Tartar*, whose crew flew

* Appendix, Chap. II. No. 76.

A.D. 1757 to their quarters and repulsed the enemy, with the loss of 36 men killed and wounded. The action was renewed; but the Frenchman was soon forced to submit with the loss of 58 men killed.

In February Captain Lockhart being indisposed, the Tartar cruized under the command of her first lieutenant, Mr. Baillie, who took, after a smart action, the *Vic-toire* privateer, of 26 guns and 230 men. She was taken into the service, and the command given to Mr. Baillie for his gallant conduct.

In March Captain Lockhart having resumed the command of the Tartar, took the *Maria* privateer of 24 guns and 270 men.

Soon after he fell in with the *Duc d'Aiguillon*, of 26 guns and 265 men; she fought the Tartar very bravely for an hour and a quarter, when having 50 men killed, she struck. The Tartar had four men killed and one wounded.

In May, he took the *Penelope*, of 18 guns, and 190 men; she did not submit until 14 men were killed and several wounded.

In October Captain Lockhart took the *Gramont*, of 18 guns, and 150 men; being a fine ship, she was purchased into the service and called by the same name.

In November, after a chase of thirty-six hours, and a close engagement of three more, Captain Lockhart took the *Melampe* privateer of 36 guns, and 320 men; twelve of whom were killed and thirty-six wounded. The Tartar had one man killed and three wounded. At the time the Tartar began the chase some other ships were in company; but when the enemy struck, they could scarcely be discerned from the mast head. The *Melampe* was quite a new ship; she was purchased into the service by the same name.

Captain Lockhart, from his success and activity, became quite the dread of the enemy's cruizers. The merchants of London, highly sensible of the services he had rendered them, presented him with a beautiful piece of plate, valued at 200 guineas; on which was represented the seven privateers, the Tartar, and his arms, with the following inscription.

“ The gift of the two public companies, the under-
 “ writers and merchants of the city of London, to Captain
 “ John Lockhart, commander of the Tartar, for his signal
 “ service

“ service in supporting the trade, by distressing the French privateers in the year 1757.” A. D. 1757

The merchants of Bristol presented him with a piece of gold plate of the value of one hundred guineas. And the corporation of Plymouth with the freedom of that town in a silver box.

On the 25th of July the Southampton, of 32 guns, and 220 men, commanded by Captain Gilchrist, being on her way from Portsmouth to Plymouth, with money to pay the dock-yard, was attacked at eleven at night, off St. Albans head by five French privateers, two of them appeared of equal force with the Southampton. Captain Gilchrist engaged them with great bravery for near two hours and a half, when they thought proper to sheer off, leaving the Southampton a perfect wreck, with several shot between wind and water; ten men killed, fourteen mortally wounded, and many slightly.

Captain Gilchrist having been ordered by Sir Edward Hawke to look into Brest; on the 21st of September a sail was observed to be in chace of him; on which he tacked and stood towards her, when the stranger immediately hauled up her courses and brought to. The breeze dying away prevented the Southampton getting close to her before two in the afternoon, at which time the enemy opened her fire. Captain Gilchrist stood on, reserving his until he got within twenty yards, when a most furious engagement began; the ships falling on board of each other, the enemy made an attempt to board the Southampton; but being vigorously repulsed, in a quarter of an hour after she struck, and proved to be the *Emeraude*, a French frigate of 28 guns and 245 men; 60 of whom were either killed or wounded, together with her first and second captains. The second lieutenant and 19 men were killed on board the Southampton; every officer (excepting Captain Gilchrist) and 28 men were wounded. The *Emeraude* was added to the navy by the same name.

The Unicorn, of 28 guns, and 200 men, commanded by Captain Rawlings, after a severe action of an hour and a half, (in which Captain Rawlings was mortally wounded) took the *Invincible* privateer of 24 guns and 286 men; 30 or 40 of whom were either killed or wounded. The Unicorn had four killed and five wounded. Lieutenant Clements, who succeeded to the command, having learnt

A. D. 1757 from some English prisoners found on board this privateer, that she had cruized in company with another; saw his prize into Kinsale, and then went in pursuit of her consort, which he had the good fortune to discover and capture; she proved to be the Comtesse de Noailles, of 18 guns and 143 men. As a reward for such important services Lieutenant Clements was made a post captain.

The Unicorn was afterwards commanded by Captain Matthew Moore. Being on a cruize he fell in with, and after a smart action of five hours, took the Hermione, French frigate of 28 guns (pierced for 32), both ships were much crippled and had many men killed and wounded. The Hermione was entirely dismasted. She was taken into the service and named the Unicorn's prize.

The Chichester, Captain Willet, after a short chase, and firing a few guns, took the Bienacquis, French frigate of 38 guns and 300 men, commanded by M. Maccartney. She was also taken into the service and called the Aurora. Both these frigates were a part of M. de la Mothe's squadron from Louisbourg.

The Eagle, Captain Palliser, and Medway, Captain Proby, after an hour's firing, took the Duc d'Aquitain, French East-Indiaman, pierced for 64 guns, but only 50 mounted, and 463 men, commanded by M. d'Esquilen. She had all her masts shot away, 50 men killed and many wounded. The Eagle had 10 men killed, and 32 wounded. The Medway 10 wounded. The Duc d'Aquitain being a fine ship and in good condition was added to the navy.

On the 23d of November the Hussar, of 28 guns, Captain Elliot, and the Dolphin of 24, Captain Marlow, chased, and at eight in the evening came up with, and brought to action a large French ship. The engagement was continued with great spirit on both sides until ten; when the enemy was dismasted, and soon after sunk with her colours flying. The boats of the British ships could not be got out in time to save any of her crew. She was supposed to be L'Alycon, of 50 guns, with only her upper tier mounted.

Captain Samuel Hood, in the Antelope of 50 guns, chased and drove ashore on the rocks in Audierne bay, L'Aquilon, French ship of war of 50 guns and 450 men;
thirty

thirty of whom were killed and 25 wounded. The Antelope had three men killed and 13 wounded. A.D. 1757

The Happy sloop of war of eight guns, as many swivels, and 80 men, commanded by Captain Burnet, on her passage from Jersey, was attacked by the Infernal privateer of 14 guns, six swivels, and 73 men. The superiority in size and weight of metal, determined Captain Burnet to board her; which was done with so much resolution and success, that the enemy's decks were soon cleared, and she was obliged to strike. Captain Burnet was promoted to the rank of post captain for his bravery.

The Defiance privateer, of London, after a well-fought action, which lasted six hours, captured the Provost de Paris, French privateer of 24 guns, 26 swivels, and 325 men, 70 of whom were killed or wounded. The Defiance had 10 killed and 22 wounded.

The Britannia privateer, of Bristol, of 32 guns and 220 men, commanded by Captain Fowler, engaged the Granville privateer, of 36 guns and 278 men, for four hours, at which time the enemy sheered off, and soon after blew up; all her crew perished, excepting four men, who were picked up by the Britannia's boats.

MEDITERRANEAN.

The squadron on this station was commanded by Rear-Admiral Saunders*, who, whilst in Gibraltar bay, received intelligence that four sail of the line and a frigate, under the command of M. du Revest, had sailed from Toulon, bound to Louisbourg. The admiral instantly put to sea with three sail of the line and two fifty gun ships, and cruized in the Straits, in hopes of intercepting them. On the 5th of April the French ships were discovered to windward. The admiral made the signal for a general chase; but the enemy, being all clean ships and faster sailers, got clear off.

The Ambuscade, of 32 guns and 220 men, commanded by Captain Gwynne, took off the island of Sardinia the Vainqueur privateer, of 24 guns and 360 men. She engaged the Ambuscade above an hour, and had 50 men killed and many wounded. The Ambuscade had three men killed.

* Appendix, Chap. II. No. 77.

1757

The Experiment, of 24 guns and 200 men, Captain John Strachan, being on a cruize on the coast of Spain, fell in with, and after a desperate engagement, took the Telemaque privateer, of 26 guns and 330 men. During the action the enemy made two unsuccessful attempts to board the Experiment, who in her turn boarded and compelled the privateer to strike, with the loss of 100 men killed, and 70 wounded. The Experiment had four killed, and 20 wounded.

Captain Hotham, in the Fortune sloop of war, took, after a brisk action, which lasted an hour and a half, a large French ship, of 26 guns and 150 men, of whom 10 were killed and many wounded. She was from Marseilles, bound to Martinico, with a valuable cargo. For this action Captain Hotham was made post.

In May Admiral Osborne arrived with a considerable reinforcement, and took the command of the squadron*.

NORTH AMERICA.

In the month of May Sir Charles Hardy, who was governor of New York, received his commission as rear-admiral of the blue, with orders to hoist his flag, and co-operate with the Earl of Loudoun on the expedition against Louisbourg. On the 25th Sir Charles Hardy sailed with the squadron and a large fleet of transports from Sandy Hook, and on the 5th of June arrived at Halifax†.

On the 9th of July Vice-Admiral Holbourne arrived, and took on him the command of the fleet‡. The season was now far advanced for undertaking any military operations, especially against an enemy from whom a resolute opposition might be expected. This, however, did not prevent the admiral and Lord Loudoun from making the necessary preparations for the attack on Louisbourg. The ships were therefore refitted, and the embarkation of the

* Appendix, Chap. II. No. 78.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Sutherland	50	{ Sir Charles Hardy, Rear-Admiral of the blue
Nightingale	20	{ Captain Falkingham
Kennington	20	—— J. Campbell
Vulture	16	—— Dudley Digges
Ferret	14	—— S. Salt
		—— Ar. Upton

‡ Appendix, Chap. II. No. 79.

troops

troops effected with all possible dispatch. Just as this armament was on the point of sailing (August the 4th) an express arrived from Captain Edwards, governor of Newfoundland, to inform Vice-Admiral Holbourne, that one of his cruizers had taken a vessel from Louisbourg with dispatches; from whom he learnt, that the enemy's force in that harbour consisted of 18 sail of the line, five large frigates, and above 7000 regular forces on shore*. In consequence of this intelligence, a council of war was immediately held, composed of sea and land officers, wherein it was resolved, "That, considering the great strength of the enemy, and the advanced season of the year, it was expedient to postpone the attack upon Louisbourg; and that the troops should proceed to the different places where the public service required them." The troops were accordingly disembarked, and marched to their respective winter quarters. Vice-Admiral Holbourne was resolved to satisfy himself of the enemy's force; for this purpose he sailed from Halifax† on the 16th of August, and on the 20th was close in with the harbour of Louisbourg; he found that the information he had received was perfectly correct; and that the enemy were making preparations to sail. At night the vice admiral bore away for Halifax. On his arrival there on the 11th of September, he found Captain Geary with a reinforcement of four sail of the line sent from England‡. This addition of strength induced Vice-Admiral Holbourne to put to sea again and cruize off Louisbourg, in hopes that should the enemy venture out, he might be able to attack them to great advantage. On the evening, of the 24th of September, the squadron being about 20 leagues to the southward of its station, the wind came on to blow hard from the east, and in the night it veered round to the south, and blew a perfect hurricane, which continued until eleven o'clock the next day, when on a sudden it shifted to the north, and by that means saved the whole fleet from utter destruction, being at this time close in with the rocks off

* Appendix, Chap. II. No. 80.

† Appendix, Chap. II. No. 81.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Somerset	- 64	Captain Francis Geary
Devonshire	- 64	— — William Gordon
Eagle	- 60	Hugh Palliser
York	- 60	Hugh Pigot

A.D. 1757 Cape Breton. The Tilbury was driven ashore about two leagues from Louisbourg, and was totally lost; Captain Barnsly, and most of the crew, perished. The Grafton also struck, but luckily got off again. After the storm, the admiral collected his squadron together, and gave orders to Sir Charles Hardy and Commodore Holmes, to proceed to England with those ships which were most disabled; and returned himself to Halifax with the remainder. Soon after Vice admiral Holbourne sailed for England, leaving the command of the squadron with Lord Colvill. The French fleet also felt the bad effects of this tempest, several of their ships being considerably damaged. they sailed from Louisbourg in October; those which escaped our cruizers, arrived at Brest the end of November, in a most crippled condition.

The ships, with the damages they sustained in the late storm.

<i>Ships.</i>	<i>Damages.</i>
Newark,	six guns thrown overboard.
Invincible,	lost three men, with her main and mizen mast.
Grafton,	lost her main mast, mizen mast, and rudder; steered home by a machine.
Captain,	dismasted.
Sunderland,	ditto.
Bedford,	ditto.
Devonshire,	ditto.
Windsor,	ditto.
Nassau,	ditto, arrived in England with nine feet water in the hold.
Prince Frederick,	ditto, and obliged to bear away for St. John's, Newfoundland.
Centurion,	ditto, and ten guns thrown overboard.
Eagle,	dismasted, threw fifteen guns overboard, and arrived in England with eight feet water in her hold.
Nottingham,	lost her mizen mast, and twelve guns thrown overboard.
Kingston,	sixteen guns thrown overboard.
Tilbury,	wrecked, captain and many of the crew perished.

Nightingale,

Nightingale,	lost her mizen mast, four men, and twenty guns.	A. D. 1757
Cruizer, Ferret,	ditto, three men, and ten guns, foundered, the crew perished.	

AFRICA.

There not being a sufficient naval force on this station to protect the trade, it was greatly annoyed by a French squadron which had sailed from Brest in the spring, under M. de Kerfaint, who took and destroyed a great number of ships. He also attempted to reduce Cape Coast Castle, but Mr. Bell, the governor, made so resolute a defence, that after a cannonade of two hours, he obliged M. de Kerfaint to cut his cables, and put to sea. The French Commodore soon after arrived at Cape Francois; on which station he cut no very conspicuous figure in his engagement with Commodore Forrest.

LEEWARD ISLANDS.

Commodore Moore relieved Rear-Admiral Frankland on this station.* The cruizers in general were very successful; many of the enemy's privateers and merchant vessels were taken and destroyed; at the same time they afforded every protection to our own trade. Captain Charles Middleton† was particularly active; he took seventeen privateers. For this piece of service, the assembly of the island of Barbadoes, as a testimony of their gratitude, presented him with a sword, valued at 100 pistoles.

JAMAICA.

On the 18th of March, the Greenwich, of 50 guns, commanded by Captain Roddam, being on a cruise off Hispaniola, fell in with, and after a gallant resistance, was taken by a French squadron under M. de Beaufremont, consisting of five sail of the line, and some frigates.

In October, Rear-Admiral Cotes‡ detached Captain Forrest, in the Augusta, with the Edinburgh and Dread-

* Appendix, Chap. II. No. 82.

† The present Admiral Sir Charles Middleton.

‡ Appendix, Chap. II. No. 83.

A.D. 1757 nought, to cruize off Cape Francois, to endeavour to intercept a large convoy which the French were collecting in that port for Europe, and which were to sail under the escort of M. de Kerfaint.

On the 21st of that month, the French Commodore put to sea, in hopes of forcing Captain Forrest to quit his station. The superiority* of the enemy so far from intimidating this gallant officer, that he agreed with his brave associates (the Captains Suckling and Langdon,) to bear down and resolutely engage them. At about twenty minutes after three in the afternoon the engagement began, and continued with unceasing fury for two hours and a half, when M. de Kerfaint was so much disabled, that he made the signal for a frigate to tow him out of the line; the rest of his ships were thrown into the greatest confusion. The Sceptre, Greenwich, and Intrepide, fell on board of each other, and in this situation were severely cannonaded by the Augusta and Edinburgh. The French commodore, with his crippled squadron, bore away for Cape Francois, which some of his ships reached with much difficulty. The Opiniatre was dismasted; and the Greenwich extremely leaky. Their loss in men amounted to between five and six hundred killed and wounded.

The Augusta had her first lieutenant and eight men killed, and twenty-nine wounded; the Dreadnought, nine killed and thirty wounded; the Edinburgh five killed, and thirty wounded. The ships were so much damaged, that Captain Forrest was obliged to bear up for Jamaica.

The coast being now clear, M. de Kerfaint hastened the repairs of his squadron, and proceeded to Europe with his convoy. In the channel he was overtaken by a violent storm, in which many of the convoy were disabled. The Opiniatre, Greenwich, and Outarde, having anchored

* French squadron under M. de Kerfaint.

<i>Ships.</i>		<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
L'Intrepide,	-	74	900	M. de Kerfaint.
La Sceptre,	-	74	800	M. Cleveau.
L'Opiniatre,	-	64	680	M. de Molian.
Greenwich,	-	50	500	M. de Faucault.
L'Outarde,	-	44	400	
Le Sauvage,	-	32	300	
La Licorne,	-	32	300	

Total, - 370 3880

These ships had on board a great number of soldiers.

in Conquet road, parted their cables, were driven ashore, and wrecked. A.D. 1757

Not long after Captain Forrest had another opportunity of displaying his abilities as an excellent sea officer. On the 14th of December, Rear-Admiral Cotes being on a cruize off Cape Tiberon, with the Marlborough, Augusta, and Princess Mary, took two French privateers, from whose crews he learnt, that a rich convoy was preparing at Port-au-Prince, to sail for Europe under the protection of two armed merchantmen. To ascertain this fact, the admiral dispatched his tender to look into that port; finding on her return, that the Frenchman's intelligence was true, he ordered Captain Forrest to proceed off the island of Gonave, to cruize there for two days; and if he should see nothing of this convoy at the expiration of that time, to return and join him. The next day in the afternoon, Captain Forrest had got well into the bay, between the islands of Genave and St. Domingo, when he perceived two sloops. Lest they should take him for a cruiser, he hoisted Dutch colours, and forbore chasing. At five the same evening, seven more sail were seen steering to the westward; to avoid suspicion, Captain Forrest disguised the Augusta, and hauled from them till dark; after which he made sail and followed them. At ten o'clock he got sight of two sail, one of which fired a gun; the other then parted company, and steered for Leogane. Soon after eight more sail were seen to leeward off the Port of Petit Guave. Captain Forrest came up with the ship that had fired the gun, and ordered her commander to strike; threatening, if he alarmed the fleet, he would instantly sink him; upon this he submitted without opposition. Captain Forrest put his first lieutenant and thirty-five men on board the prize, with orders to proceed off Petit Guave, in order to prevent any of them from escaping into that port. At day-light the Augusta was in the midst of the convoy, the whole of which, after firing a few guns, and making a feeble resistance, was taken.*

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Tons.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Tons.</i>
* Le Mars,	22	108	500	Le Maurice,	12	36	300
La Theodore,	18	70	650	La Flora,	12	35	300
La Marguerite,	12	44	350	La Brillante,	10	20	200
La Solide,	12	44	350	La Mannet (brig)	12	120	
Le St. Pierre,	14	40	300		—	—	—
				Total	112	409	3,070
							Captain,

A.D. Captain Forrest carried his prizes to Jamaica, where
1757 their cargoes (which were of great value) were sold.

EAST-INDIES.

Vice-Admiral Watson having made himself master of all the forts below Calcutta, proceeded with part of the squadron* to co-operate with Colonel Clive in the reduction of that place; on the 2d of January the ships took their stations, and began a most vigorous cannonade, which, at the end of two hours, drove the enemy from their guns, and they abandoned the fort. The admiral immediately landed a party of seamen under Captain King†, and the king's troops under Captain Coote, who took possession of it. In this attack, nine seamen and three soldiers were killed, and 26 seamen and five soldiers wounded. The admiral's next object was to attack the rich city of Hughley, belonging to the Nabob, situated about 30 miles above Calcutta. The force destined for this service consisted of the Bridgewater, Kingsfisher, and Thunder bomb; with all the boats of the squadron manned with 150 seamen, under the command of Captain King, who was to act on shore; 200 European soldiers and 280 seapoys, under Major Kilpatrick. On the 5th of January they departed from Calcutta. On the 9th the ships anchored before the place, landed the troops, and began to cannonade, which continued till midnight, when a practicable breach being made, the fort was carried by storm. The garrison consisted of 2000 men, and 20 pieces of heavy cannon. The riches found in the place fell very short of the expectations of the captors; the inhabitants having had time to remove them. After demolishing the fort, and spiking the guns, the ships rejoined the admiral.

The moment Vice-Admiral Watson received certain accounts of the French war, he resolved to attack their settlement at Chandernagore; for this purpose he ordered the Kent, Tiger, and Salisbury to land their heavy and superfluous stores at Calcutta. The Bridgewater and Kingsfisher sloop were sent to escort the military stores up the river, in order to accelerate the march of the army under Colonel Clive.

* Appendix, Chap. II. No. 84.

† The present admiral, Sir Richard King, Bart.

On the 19th of March the Kent, Tiger, and Salisbury, A.D. 1757 anchored within sight of the fort. The enemy, to prevent the approach of the large ships, had sunk three vessels in the channel, about a mile below Chandernagore, which was extremely narrow; but having injudiciously left their masts standing, the boats of the squadron which were sent to sound, without much difficulty discovered a passage through which the large ships might pass with safety: while preparations were making for the attack, Rear-Admiral Pocock arrived at Balasore road in the Cumberland; but that ship not being able to get up the river in time to have a share in the action, he proceeded in his barge, joined Admiral Watson on the 21st, and hoisted his flag on board the Tiger. Early on the morning of the 23d the ships got under sail; as they advanced, the enemy opened a heavy fire on them from their batteries. At half past six the Tiger brought up in her station; unfortunately at this time the ebb tide began to make strong down the river, which obliged the Kent to anchor in the station allotted to the Salisbury, to the great mortification of Captain Martin and his brave crew, who were by this accident deprived from sharing in the honours of the day. After a furious cannonade of three hours, the enemy desired to capitulate, and the terms being agreed on, the English took possession of the place. In this action the Kent had 19 men killed, and 49 wounded. The Tiger 13 killed, and 50 wounded. Mr. Perreau, the first lieutenant, and Mr. Rawlins Hay, third lieutenant of the Kent, were among the slain. Mr. Staunton, fourth lieutenant, was wounded; as were also Captain Speke and his son by the same shot, the latter died soon after. The master of the Tiger was killed, and the rear-admiral slightly wounded. The ships suffered great damage in their hulls, masts, and rigging; the Kent had six guns dismounted, and 138 shot in her hull. The loss the enemy sustained must have been very considerable, one of their batteries was twice cleared, and 40 men were found dead upon another.

On the 16th of August the service felt a great loss by the death of Vice-Admiral Watson, who had been for some time in a bad state of health; at length he fell a victim to the unwholesomeness of the climate, universally esteemed and regretted. The East-India Company, as a testimony

A.D. testimony of their gratitude for the services Vice-Admiral
 1757 Watson had rendered them, caused a beautiful monument to be erected in Westminster-Abbey to his memory; and his majesty was pleased to create his son a baronet.

Rear-Admiral Pocock, as a proof of his esteem for his departed friend, took such of the officers under his own patronage, who were dependent on Vice-Admiral Watson, and promoted those of his lieutenants who chose to remain with him to the rank of post captains.

In September the rear-admiral was informed, by a letter from Captain James, of the company's frigate *Revenge*, who was stationed to cruize off Pondichery, that in company with his majesty's frigate the *Triton*, he had been chased off the coast by a strong squadron of French ships of war*; and he also learnt that a reinforcement from England might be daily expected under Commodore Stevens. This was very acceptable news to Rear-Admiral Pocock, whose squadron was by no means equal to cope with that of the enemy; and the *Kent* was in so bad a condition, that he was under the necessity to order her to be broke up.

The spirited behaviour of three captains of East-India ships ought not to go unnoticed. These were the *Sussex*, Captain Wilson; *Houghton*, Captain Walpole; and *Godolphin*, Captain Hutchinson. On the 8th of March, being about eight degrees to the eastward of the Cape of Good Hope, they were attacked by a French ship of the line and a frigate; which after a smart firing they obliged to sheer off. The East-India Company presented each of the crews of these ships with 2000*l.* as an encouragement and reward for their gallant conduct.

Captures made in the course of this year.

British ships taken by the French	-	571
French ships taken	- - -	364
Balance in favour of France	-	207

Many of the British vessels taken were small and of little value; amongst those of France several were of great force and very valuable, which, in point of profit, give the balance considerably in favour of Britain.

* Sailed from Brest on the 4th of May, under the command of the Comte D'Ache.

OCCUR-

OCCURRENCES AT HOME.

A.D.
1758

The parliament voted for the service of the current year 60,000 seamen, including 14,845 marines, and the supplies voted for the navy as follows, viz.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For seamen's wages, and ordnance for sea service	3,120,000	0	0
For the ordinary of the navy, including half-pay to sea officers	224,421	5	8
Towards the building, rebuilding, and repairs of his majesty's ships	200,000	0	0
Towards the support of Greenwich hospital	10,000	0	0
Towards carrying on the works of the hospital building at Plymouth	10,000	0	0
Towards carrying on the works at Hasler hospital near Gosport	10,000	0	0
Total for sea service	3,574,421	5	8

The whole supplies amounted to £10,480,557 0 0

In this session of parliament a bill was brought in by the honourable George Grenville, for the encouragement of seamen employed in the royal navy, establishing a more regular method for the punctual and frequent payment of their wages; also to enable them to remit money for the support of their wives and families, by their receiving a ticket from the commissioner of the dock-yards for such part of their pay as they do not choose to receive in cash; which ticket is made payable on demand, by any collector of his majesty's customs or excise to whom it may happen to be presented. This bill met with some little opposition in the house of lords; but their lordships being soon convinced of the utility of it, it was carried through both houses, and received the royal assent.

On the 5th of February the following flag officers were promoted:

Charles Knowles, Esq.	} Admirals of the Blue.
Hon. John Forbes	
Hon. Edward Boscawen	
George Pocock, Esq.	Vice-Admiral of the Red.
Hon. Geo. Townsend	} Vice-Admirals of the White.
Francis Holbourne, Esq.	

Henry

A.D. 1758 Henry Harrifon, Esq. } Vice-Admirals of the Blue.
 Thomas Cotes, Esq. }
 Lord Harry Powlett, Rear-Admiral of the Red.
 Sir Charles Hardy, Knt. Rear-Admiral of the White.

And in the month of August, the following captains were promoted :

Thomas Pye, Esq. }
 Charles Stevens, Esq. } Rear-Admirals of the Blue.
 Philip Durell, Esq. }
 Charles Holmes, Esq. }

On the 1st of January, the Adventure armed ship, of 18 six pounders, commanded by Captain John Bray, lying at an anchor in Dungeness road, discovered a large snow-reaching in for the Nefs. When she had approached pretty near, Captain Bray ordered the cable to be cut, stood out, and soon brought her to action. To prevent the enemy from raking the Adventure, Captain Bray laid her athwart hawse, and secured her bowsprit to the Adventure's capstan; in this situation the engagement continued very brisk near an hour with small arms, when the enemy struck, and proved to be the Machault privateer, of 14 guns, nine pounders, and 102 men, 40 of whom were killed and wounded. The Adventure had only one man killed and two wounded. For this gallant action, Captain Bray was made a post captain.

On the 8th of January, Captain John Elliot, in the Hussar, of 28 guns, and 200 men, being on a cruize to the westward of the Lizard, fell in with, and after a severe action of an hour and three-quarters, took the Vengeance privateer of St. Maloes, mounting 32 guns, and 319 men. The French commander fought his ship with great bravery; nor would he strike until his ship was dismasted, eight feet water in the hold, five guns dismounted, 52 men killed, and 37 wounded. The Hussar had six men killed, and 15 wounded. The Vengeance being a fine ship, was taken into the service by the same name.

On the 19th of February, Admiral Boscawen sailed from St. Helens with a large squadron to the coast of North America.* In working out the Invincible, of 74 guns, Captain John Bentley, missed stays, ran upon the Owers, and was totally lost. The crew, stores, &c. were saved. In the month of March Commodore Holmes was sent with a small

* Appendix, Chap. II. No. 91.

squadron to dispossess the French and Austrians of the city of Embden, belonging to the King of Prussia, which they had seized, and levied heavy contributions on the inhabitants. This service the commodore performed so effectually, that he compelled them to evacuate the city to the number of 3720; a great part of their baggage, cannon, and stores, was taken by the boats of the squadron, in the attempt they made to convey them up the river.

On the 11th of March, Sir Edward Hawke sailed from Spithead with seven ships of the line, and three frigates,* in order to attack, and endeavour to take or destroy a large convoy, which the enemy had been collecting for some time at the isle of Aix, having on board 3000 troops destined for their colonies in North America; and which were daily expected to sail under the escort of a strong squadron of ships of war. On the 4th of April, at day-break, as the squadron was standing into Basque road, three frigates were discovered to windward, with several vessels under their convoy, which escaped into the harbour of St. Martin's, in the isle of Rhé, except one brig, which was driven ashore, and destroyed by the Hussar. At four in the afternoon, the enemy's ships† were seen at anchor off the isle of Aix. The admiral instantly made the signal for a general chase: but on the approach of the British squadron, they cut and slipped their cables, flying in the greatest confusion. Night coming on, and there not being a sufficient depth of water for the admiral to continue the pursuit, he made the signal for the squadron to anchor abreast of the isle of Aix. The next morning, all the enemy's ships of war were observed to be aground about five or six miles distant; many of them were almost dry, and on their broadsides. The admiral ordered the best pilots to be put on board the Medway and Intrepid; and when the flood made, they were to proceed farther in, and sound at high water; but not being able to find a greater depth than five fathoms, three of which the tide rises, it was deemed unsafe for the ships to go higher

* Appendix, Chap. II. No. 85.

<i>Ships.</i>		<i>Guns.</i>
† Florissant,	-	74
Sphinx,	-	64
Hardi,	-	64
Dragon,	-	64
Warwick,	-	60

up.

A.D. up. By this time the enemy had got assistance of men and
1758 launches from Rochfort, who were employed in carrying out warps to heave them through the mud whenever they should be water born; whilst the crews were throwing over-board their guns, stores, and ballast, in order to lighten them.

About eighty buoys which had been laid on their anchors, and other things thrown overboard, were cut away by our frigates.

On the morning of the 5th, Sir Edward Hawke perceiving that the enemy's ships had got so far into the river Charante, as to preclude the possibility of his endeavours to destroy them, landed Captain Ewer, with 150 marines, to destroy the new works which the enemy had erected on the isle of Aix. This service he effectually performed without any disturbance to the inhabitants.

The enemy's designs of sending succours to their colonies in North America, was, by this blow, completely frustrated; and it greatly facilitated afterwards our successes in that part of the world.

On the 6th, the admiral proceeded with the squadron for England; the next day he was joined by the *Essex* and *Pluto* fire-ship; who, on their passage, had captured the *Galathée* French frigate of 22 guns, and a letter of marque of 20; the last engaged the *Pluto* for some time: in the action, Captain Hume, her commander, was killed.

On the 29th of May, the squadron under the command of Captain Pratten, being on a cruize in the chops of the channel, gave chase to a strange sail. At seven in the evening, the *Dorsetshire*, of 70 guns, Captain Peter Denis, came up with, and brought her to close action, which was maintained with spirit until nine o'clock; when the *Achilles* coming up, the enemy struck. She proved to be the *Raisonable*, of 64 guns, and 630 men, commanded by the Prince de Mombazen. She had 61 men killed, and 100 wounded. The *Dorsetshire* had 15 killed, and 20 wounded.

On the 26th of the same month, the *Solebay* and *Dolphin*, of twenty guns each, commanded by the Captains Craig and Marlow, fell in with off the Firth of Forth, the *Marshall de Bellisle* French privateer of 44 guns, commanded by the famous M. de Thurot. A severe action ensued, and was bravely supported on both sides for near three hours, when M. de Thurot made sail, and got off;
his

his fire having been chiefly directed at the rigging and sails of our ships, they were too much crippled to pursue him. The Dolphin had one man killed, and fifteen wounded. The Solebay five killed, and thirteen wounded.

A.D.
1745

On the 1st of June, Admiral Lord Anson sailed from Spithead with seventeen sail of the line and five frigates,* to block up the port of Brest, in order to favour a descent to be made on the coast of France by the Duke of Marlborough, and the Hon. Commodore Howe; who at the same time sailed with a squadron of ships of war, and above one hundred transports, having on board some thousand land forces, and a large train of artillery.† On the morning of the 5th, the fleet got into Cancale bay. A convenient place having been found soon after, where the troops might be landed, a large body were ordered to disembark, under the command of Lord George Sackville. The commodore shifted his pendant into the Success frigate, who, with the Rose, Flamborough, and Diligence sloop, covered the landing, and silenced one of the enemy's batteries of two twenty-four pounders, and one twelve pounder.

On the 6th, all the troops, with their baggage, stores, &c. were landed; and on the 7th, the army, excepting one brigade, which remained at Cancale to secure a retreat, marched to the neighbourhood of St. Maloes. In the evening the Duke of Marlborough reconnoitred the town, and observing that the villages of St. Servand and Solidore, the suburbs to St. Maloes, with the store-houses and ships in the basin, were entirely unprotected by its cannon, he was determined to destroy them. As soon as it was dark, a detachment of the army was ordered to proceed on this service, furnished with hand grenades, and other combustibles. By midnight the ships were in flames; and being aground, the fire soon communicated to the magazines, which were filled with pitch, tar, and other naval stores. The conflagration now became general, and they burnt with great fury all night, and most of the succeeding day. The loss the enemy sustained on this occasion, was computed at 800,000l.; one privateer of 36 guns, which was afloat, escaped.

The number and force of the ships burnt, were as follows:

* Appendix, Chap. II. No. 86.

† Appendix, Chap. II. No. 87.

A.D.
1758

At St. Servand.

1 ship of	50 guns on the stocks.	} King's ships.
1 -	36	
1 -	22	
1 -	18	

62 merchantmen, and many small craft.

At Solidore.

1 ship of	32 guns, never at sea, completely rigged.
1 ditto	30 { just laid on the stocks, the keel and timbers all burnt.
4 ditto	20 { ready for sea, with a considerable quantity of stores on board.
2 ditto	16 {
1 sloop	12 {

5 merchant ships, two of them new.
6 sloops.

The city of St. Malo was now more closely reconnoitred by the general officers and engineers, who were of opinion that, from the appearance of its strength, it would require some time before it could be reduced; and as the heavy cannon and mortars necessary for the siege, were not yet landed, it would be most expedient to return to Cancale bay, and reembark the troops. Accordingly, on the 10th of June, the army struck their tents, and marched to Cancale. The next day the troops, artillery, &c. were all on board the transports; but the weather proving very boisterous, and the wind contrary, it was the 21st before the fleet could clear the coast of France. On the 23d they got sight of the isle of Wight, when the wind shifted to the northward; the Commodore once more shaped his course for the enemy's coast. On the 25th, the fleet was close in with Havre de Grace; and every thing was prepared for a descent: but it came on to blow so hard towards the evening, that the ships were obliged to put to sea to avoid the dangers of a lee shore. On the 27th, the fleet again stood in for the land; but it was found that the enemy were well prepared to resist any attempts that might be made to land. The commodore therefore, on the 29th, bore away for Cherbourg, and anchored with the fleet about two miles from the town. Scarcely were the necessary preparations made for a descent, before the weather began to be very tempestuous, which soon increased to a violent gale; several of the transports ran foul of each other,

other, and were in imminent danger of being wrecked. A.D.
The next morning the commodore found his squadron in 1758
such a state, as to make it necessary to return to England,
and they anchored the following evening at Spithead. On
the appearance of our fleet off Cherbourg, the Guirland
French frigate of 22 guns, lying in the road, slipped her
cable, and stood to sea; she was pursued, and taken by the
Renown.

On the 16th of July, Lord Anson anchored with the
fleet in Plymouth Sound; here he was joined by Rear-Ad-
miral Holmes, with a reinforcement of six sail of the line,
and four frigates.* On the 22d, the admiral again put to
sea, and continued to cruize off Brest till the middle of
August; when he was joined by Rear-Admiral Saunders,
who hoisted his flag on board the Neptune. Lord Anson
returned to England, with part of the fleet, leaving a suf-
ficient number of ships under the command of Rear-Admi-
ral Saunders, to block up the enemy's fleet in Brest.

The squadron under Commodore Howe, was refitted
and prepared for a second expedition to the coast of France.
The Duke of Marlborough having been appointed to
command the British troops in Germany, Lieutenant Ge-
neral Bligh was ordered to succeed him on this service. On
the 24th of July, his royal highness Prince Edward em-
barked as a midshipman on board the commodore's ship
the Essex, of 64 guns. On the 1st of August the fleet
sailed from St. Helens; but, meeting with bad weather,
it did not anchor in Cherbourg road until the 6th. The
enemy, to guard against an attack, had erected several
batteries, which greatly annoyed the ships. The next
morning, the commodore and general reconnoitred the
shore, and judged it necessary to move the fleet into Ma-
rais bay, about two leagues to the westward of Cherbourg;
leaving a frigate and bomb-ketch to divert the attention of
the enemy, whilst he should effect the landing of the
troops, which was performed with the greatest order and
regularity, under the directions of the Captains Duff,
Rowley, Maplesden, and Paston, of the navy; covered by
the frigates, sloops, and bomb-ketches, which were ranged
along the shore, and keeping up a heavy fire, obliged the
enemy to abandon their entrenchments. On the 8th, the

* Appendix, Chap. II. No. 86.

A.D. 1758 debarkation was completed, and the army proceeded on its march to Cherbourg; which place they found deserted by the enemy, and entered it without opposition. The fort and town being secured, the general gave orders to the engineers to demolish the piers at the entrance of the harbour, the bason, magazines, stores, and batteries. One hundred and sixty-three iron cannon, and three mortars, were either rendered useless or thrown into the harbour, together with a great number of shot and shells. By the 15th the demolition of Cherbourg was completed, and the next day the army was re-embarked without molestation. Twenty-two brass cannon and two brass mortars, with the colours, were put on board two of the enemy's ships, which were taken in the harbour, and conveyed to England. Eighteen other vessels were either burnt or sunk across the entrance of the harbour. Not more than 20 men were killed, and thirty wounded on this service. On the 17th the fleet sailed for England, and two days after came to an anchor in Portland roads.

On the 31st of August the fleet sailed again for the coast of France, and on the 3d of September, having come to an anchor in the bay of St. Lunaire, about two leagues to the westward of St. Malo, the troops were landed without opposition. The next day the General sent a detachment of 500 grenadiers to the small town of St. Briac, just above St. Malo, where they burnt about 20 small vessels, and destroyed some batteries. Upon examining more narrowly the state of St. Malo, it was found to be so strongly fortified and supplied with so numerous a garrison; that the force which General Bligh had brought against it, was by no means considered adequate to reduce it; and in a council of war held on the 6th, the Commodore gave it as his opinion, that by reason of the very bad anchorage the ships of war could not approach near enough to the town to bombard it, without great hazard of their being lost. And for the same reason it would be necessary to move the fleet into St. Cas's bay, in order to re-embark the troops. On the 27th the army decamped from before St. Malo; and was so dilatory on its march, that the French had time to collect a considerable body of troops, who not only harassed them on their march, but getting possession of the village of St. Cas, greatly impeded the embarkation; most probably the whole army would

would have been cut off, had not a brisk and well-directed fire from the frigates and bomb-ketches for some time checked the progress of the enemy; but Major-General Drury having injudiciously ordered a detachment to dislodge a party of the enemy, who had taken possession of a wood, obliged the frigates to cease firing, lest they should strike our own men. The French availed themselves of the interval to pour down in great numbers on the beach, where they attacked our remaining troops, who made a most obstinate defence, until overpowered by numbers, when they dispersed and fled. Some attempted to swim off to the boats; but unluckily the sailors, contrary to their usual intrepidity on such occasions, shewed a reluctance to pull in shore, lest the fire from a French battery should destroy them. The Commodore no sooner observed the backwardness of the boats, than he ordered his barge to be rowed amidst the thickest of the fire; by this heroic example the sailors became animated, all fear vanished, and the lives of many brave men were saved. A great number however perished, and the carnage would have been still more dreadful, had not the Commodore ordered the frigates to stop firing, upon which the enemy gave quarter. Many officers of distinction were killed, wounded, and made prisoners; among the first were Major-General Drury, and Sir John Armitage. The Captains Rowley, Maplesden, Paston, and Elphinstone, who, under Captain Duff, superintended the re-embarkation, were made prisoners. The loss sustained on this disastrous occasion amounted to 822 men, mostly the flower of the British army. A few days afterwards the Commodore returned with the fleet to England.

On the 12th of September the Shrewsbury, Unicorn, and Lizard, being on a cruize off Ushant, fell in with a French fleet of merchantmen, escorted by two frigates, the Thetis and Calypso; the latter with 20 of the convoy were driven ashore on Point de Leven and destroyed, the others escaped into Brest.

On the 2d of October, Captain Hartwell, in the Lizard, being on a cruize off Brest, fell in with and engaged a French frigate and a corvette for above an hour, when the frigate made off; the corvette struck, and proved to be the Duc d'Hanovre, of 14 guns; the frigate was the Heroine, of 32 guns.

A. D. 1758 Captain Keppel in the *Torbay* took the *Rostan* privateer, of 26 guns and 320 men; her commander had the temerity to engage the *Torbay*; by which she had 26 men killed and several wounded. The *Torbay* had three men killed. The *Rostan* was taken into the service and named the *Crescent*.

On the 31st of October, Captain Saumarez, in the *Antelope* of 50 guns, being at an anchor in King-road, received intelligence, that a French ship of war had anchored off the island of Lundy. He instantly got under weigh, and although the wind was contrary, beat down the channel; the next day he discovered the Frenchman a little below Ilfracombe; who on perceiving the *Antelope*, weighed and stood towards her, as if with the intention to give her battle; when she had approached within shot, Captain Saumarez directed one to be fired at her; upon which she struck, and proved to be the *Belliqueux*, of 64 guns and 417 men; she was one of M. du Chaffault's squadron from Quebec, and turned out a valuable prize, having on board furs to a great amount. The *Belliqueux* was added to the navy, and Captain Saumarez appointed to command her.

Towards the end of November a strong squadron, under the command of Captain Robert Hughes, sailed from England for the West-Indies, having under his convoy the trade and a large fleet of transports, with a considerable body of land forces on board under Major-General Hopson*.

MEDITERRANEAN.

Admiral Osborne, who commanded the fleet on this station, blocked up a French squadron, under M. de la Clue, who had taken shelter in the harbour of Carthage.[†] Early in the morning on the 28th of February, being off Cape de Gatt, four French ships of war were discovered[‡], which on seeing the British fleet dispersed and steered dif-

* Appendix, Chap. II. No. 88.

† Appendix, Chap. II. No. 89.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
‡ <i>Foudroyant</i>	- 84	800	M. du Quesne, Chef d'Escadre
<i>L'Orphee</i>	- 64	502	M. D'Herville
<i>L'Oriflame</i>	- 50	400	
<i>La Pleiade</i>	- 26	250	

ferent

ferent courses. About seven in the evening the Revenge, supported by the Berwick and Preston, came up with, and after a sharp contest of about half an hour took L'Orphée, of 64 guns, and 502 men, commanded by M. D'Herville; she had 21 men killed and 89 wounded. The Revenge had 32 men killed and 54 wounded. Amongst the latter were Captain Store, and Mr. Mountford the first lieutenant. Captain Gardiner in the Monmouth pursued the largest of the enemy's ships, (and having run the Swiftsure and Hampton-court out of sight) about eight o'clock came up with her, and commenced a close and desperate engagement. Captain Gardiner was wounded in the arm the first broadside, and soon after, while this brave and excellent officer was encouraging his men to fight valiantly, he was shot dead by a musket-ball penetrating his forehead. Lieutenant Carket, animated by the noble example of his late commander, maintained the action with the greatest spirit and intrepidity until half past twelve, when the enemy was a complete wreck, her decks a scene of dreadful carnage, and her fire almost silenced; at this time the Swiftsure and Hampton Court coming up, she struck her colours; and proved to be the Foudroyant, of 84 guns, and 800 men, commanded by M. du Quesne, Chef d'Escadre, who refused to deliver his sword to any but the officer who so bravely deserved it*. The enemy had 100 men killed, and 90 wounded. The Monmouth 28 killed, and 79 wounded.

Admiral Osborne approved so much the very gallant conduct of Lieutenant Carket, that he appointed him to the command of the Foudroyant.

The Monarque and Montague drove the Oriflame, of 50 guns ashore under the castle of Aiglos, on the coast of Spain. The Pleiade frigate, of 26 guns, escaped by her superior sailing.

These French ships had sailed from Toulon in company with two other sail of the line, in order to join and

* The Foudroyant's dimensions were as follows:

Length from the stern to the taffarel - 185 feet three inches

Length of keel - - - - 156

Extreme breadth - - - - 50

Length on the gun-deck

Weight of metal on the main-deck 24 pounders } all brass abaft the

Ditto on the lower deck - 42 ditto } main-mast

X 4

enable

A.D. 1758 enable M. de la Clue to put to sea and face the British squadron.

Admiral Osborne continued to block up the French in the harbour of Carthagen, until it was too late to proceed to their respective destinations; he then steered for Gibraltar to refit; here he found Rear-Admiral Brodrick, who had been sent from England in the *Prince George*, of 80 guns, to relieve Rear-Admiral Saunders. On the 13th of April, between one and two in the afternoon, being in the latitude of 48 degrees north, the ship was discovered to be on fire; the flames raged with so much fury as to baffle every effort of the officers and crew in their attempts to extinguish it. She continued burning until six in the evening and then sunk. Out of her crew, which consisted of 745, including 30 passengers, only 260 were saved, besides the Rear-Admiral Captain Peyton and all the officers. They arrived at Gibraltar in the *Glasgow* and *Alderney* sloop. Soon after Admiral Osborne returned to England, leaving the command with Rear-Admiral Brodrick. On his arrival, he received the thanks of the house of commons for the services he had rendered his country.

The cruizers were very successful in making several valuable captures. The *St. Albans* and *Favourite* took the *La Loire* French frigate, of 36 guns. The *Monmouth* and *Lyme* drove ashore on the island of Malta, and burnt *La Rose* of 36 guns and 300 men.

NORTH AMERICA.

Early in January, Rear-Admiral Sir Charles Hardy was dispatched to Halifax with orders to take under his command the ships of war which had wintered in that harbour; and to cruize off Louisbourg, in order to intercept any supplies which the enemy might send out. In spite of the Rear-Admiral's vigilance, the French, favoured by thick fogs and tempestuous weather, arrived in the harbour of Louisbourg with a strong squadron of ships of war, under the command of M. de Chaffaut*. Sir Charles Hardy was however fortunate enough to take the *Foudroyant* of 22 guns, the annual ship sent from France

* Appendix, Chap. II. No. 90.

to Quebec with stores and ammunition for the garrison. A.D.
The Boreas, Captain Boyle, also took the Diana French 1758
frigate of 36 guns, after a short action.

On the 9th of May, Admiral Boscawen arrived at Halifax, and took on him the command of the fleet*. The greatest exertions were now used to forward the intended expedition against Louisbourg. By the 28th the troops were all embarked, and every necessary arrangement completed. On the same day the Admiral sailed from Halifax, the whole fleet amounted to one hundred and fifty-seven sail. The Dublin, which had been sent out to supply the place of the Invincible, joined the fleet off the harbour; but she being extremely sickly and out of condition, the Admiral took Major-General Amherst on board the Namur, and ordered the Dublin into Halifax, to land the sick and refit.

The weather proved so tempestuous, that it was the 2d of June before the admiral and most of the fleet reached Gabarus bay, which had been appointed the place of rendezvous. Commodore Durell was ordered to explore the coast, and gave it, as his opinion, that the troops might land, under cover of some frigates, in a small bay without much danger from the surf, which by its violence made the coast in many places inaccessible. Accordingly Admiral Boscawen gave orders for seven frigates† to place themselves opposite to the enemy's batteries and cover the debarkation; which was effected in the greatest order and regularity, under the command of Brigadier-General Wolfe, in defiance of a heavy fire of cannon and musketry from the enemy, who fled and abandoned their works on the approach of the British troops, leaving behind them several cannon and mortars. By this time the surf began to break with such violence as to dash many of the boats to pieces; several lives were lost, and the ammunition

* Appendix, Chap. II. No. 91.

Ships.		Guns.		Commanders.
† Sutherland	-	50	---	Captain J. Rous
Diana	-	32	---	----- Alex. Schomberg
Shannon	-	32	---	----- Cha. Meadows
Kennington	-	28	---	----- Dudley Digges
Squirrel	-	20	---	----- J. Cleland
Gramont	-	18	---	----- J. Stott
Halifax	-	16	---	

greatly

A.D. 1758 greatly damaged*. Notwithstanding these difficulties the troops were all landed before night. The weather became now tempestuous, and continued so for several days, which cut off all communication with the fleet. General Amherst, as he advanced, drove the enemy from their outposts, and obliged them to take shelter in the town, against which, by the 25th, he had erected batteries, and opened upon it with great success. On the 28th, the enemy sunk a ship of the line, a frigate, and two corvettes across the mouth of the harbour†. On the 21st of July the *Entreprenant*, of 74 guns, took fire, and before it could be extinguished she blew up; the flames communicated to two other ships, which were also consumed. There remained now only two ships of the line in the harbour, which the Admiral was determined either to take or destroy. For this purpose, on the 25th at night, he ordered 600 seamen to be sent in the boats of the fleet, under the command of the Captains Laforey and Balfour, who rowed into the harbour and executed this service with the greatest resolution and bravery, amidst an incessant fire from the enemy's ships and batteries. Captain Laforey boarded *La Prudente*; but finding that she was aground, and also moored with a strong chain, he set her on fire. The *Bienfaisant* was carried by Captain Balfour, and towed into the N. E. harbour. For this gallant service these officers were promoted to the rank of post captains; and the Lieutenants Affleck and Bickerton to be masters and commanders‡.

The enemy's ships being all either taken or destroyed, Admiral Boscawen informed the General that he was determined the next morning (the 26th) to send six ships of the line into the harbour; but before that period M. de

* One hundred boats were lost. Four officers, five non-commission officers, and forty-one rank and file were killed or drowned. Five officers, three non-commission officers, and fifty-one rank and file wounded.

<i>Ships.</i>		<i>Guns.</i>
† L'Apollen	- - - -	50
La Fidele	- - - -	36
La Biche	- - - -	16
La Cheyre	- - - -	16

‡ The late admiral Sir John Laforey. Captain Balfour died a superannuated rear-admiral. The late admirals Sir Edmund Affleck, and Sir Richard Bickerton.

Drucour

Drucour desired to capitulate, and the same evening the terms were agreed to*. A.D. 1758

Upon the surrender of Louisbourg, Admiral Boscawen detached Sir Charles Hardy, with seven sail of the line, to destroy the French settlements in the gulph of St. Lawrence. Three battalions of land forces, and a detachment of artillery, under the command of Brigadier General Wolfe, were embarked for the joint execution of this service. Rear-Admiral Durell was left at Halifax with a squadron, that he might be able to enter the gulph of St. Lawrence early in the spring, to prevent supplies or reinforcements being sent to Quebec; and Admiral Boscawen sailed for England with the remainder of his fleet. On the 27th of October, being in soundings, he fell in with the French squadron from Quebec, under the command of M. de Chaffaut; they passed each other on contrary tacks, and exchanged broadsides; Admiral Boscawen then wore and gave chase, but the enemy had so much the advantage in sailing, that they got off.† The Carnarvon East-India ship, which had been taken by the enemy the preceding day, was re-taken. On the 1st of November, Admiral Boscawen arrived at Spithead; and soon after received the thanks of parliament.

LEEWARD ISLANDS.

Commodore Moore, who commanded the squadron on this station,‡ having received intelligence that a fleet of French merchantmen was on the point of sailing from St. Eustatia, bound to Martinico, under the convoy of a ship of

* The honourable Captain Edgecombe, of the Navy, and Captain Amherst, aid-de-camp to the general, were sent to England with this important news; they were most graciously received by his Majesty, who ordered them to be presented with 500l. each. The colours taken at Louisbourg, were deposited in the cathedral of St. Paul's.

French Squadron.			British Squadron.		
<i>Ships.</i>		<i>Guns.</i>	<i>Ships.</i>		<i>Guns.</i>
† Le Tonnant,	-	80	Namur,	-	90
L'Intrepide,	-	74	Royal William,	-	84
L'Hero,	-	74	Somerfet,	-	64
Le Prothee,	-	64	Bienfaisant,	-	64
Le Bellicieux,	-	64	Trent,	-	28
			Boreas,	-	28
			Echo,	-	28

‡ Appendix, Chap. II. No. 92.

the

A.D. 1758 the line, and two large frigates,* dispatched Captain Tyrell, in the Buckingham, to endeavour to intercept them. On the 3d of November he was joined by the Weazle sloop; whilst Captain Boyles, her commander, was on board the Buckingham receiving his orders, nineteen sail were discovered, to which chase was immediately given. Captain Tyrell soon perceived it to be the fleet he was looking out for, and prepared for action, directing Captain Boyles to superintend the lower deck. At half past two in the afternoon, the Weazle received a broadside from one of the frigates; on which Captain Tyrell ordered her to keep under his stern out of reach of their shot. The frigates annoyed the Buckingham by a raking fire as she bore down on the Florissant; but when Captain Tyrell arrived near enough, he gave the ship a yaw, and discharged his whole broadside into the frigates, which did them so much damage, that they remained out of shot the whole action. Soon after he got alongside of the Florissant, and brought her to a close engagement. The Buckingham's rigging being much cut, the enemy attempted to get off; but Captain Tyrell was soon able to make sail, and once more got alongside of her; the battle was now renewed with double fury. Captain Tyrell being wounded in the hand and face, was under the necessity of quitting the deck, entrusting the command to Mr. Marshall, the first lieutenant, who was soon killed; the charge then devolved on the second lieutenant, who fought the ship with great bravery, till Captain Tyrell was able to resume the command. The action continued till it was almost dark, when the enemy struck; but an unlucky shot having, the last broadside, cut the Buckingham's tiller rope, she flew up in the wind; and the running rigging being cut to pieces, rendered the ship ungovernable. The enemy availed himself of the confusion into which this had thrown the Buckingham, made sail, and with the assistance of the frigates, got off. The Buckingham had seven men killed, and forty-six wounded. The loss of the enemy could not be ascertained; but it was supposed to have amounted to 200 in killed and wounded.

On a former cruize, Captain Tyrell demolished a bat-

<i>Ships.</i>		<i>Guns.</i>		<i>Men</i>
• Florissant,	-	74	-	700
L'Aigrette,	-	38	-	350
L'Atalante,	-	28	-	250

tery,

tery, and some privateers which had taken shelter under it, in Grand Anse bay, on the island of Martinico: his crew being flushed with their success, earnestly solicited their commander for leave to land and plunder it. The answer which Captain Tyrell made to their requests, reflects on him the highest honour, viz. "Gentlemen, it is beneath us to render a number of poor people miserable, by destroying their habitations and little conveniences of life; brave Englishmen scorn to distress even their enemies, when not in arms against them." This humane sentiment of their gallant commander, proved highly satisfactory to the tars.

A. D.
1758

JAMAICA.

The vigilance and activity of the cruizers on this station, which were commanded by Vice-Admiral Cotes,* cleared those seas of the enemy's cruizers, and almost annihilated their trade; at the same time affording the greatest protection to our own.

On the 15th of January, a smart action was fought off Cape Tiberoon, by two small privateers. The Thurlow, of 14 guns, and 84 men, and the Deux Amis, of 10 guns, and 98 men. After they had exchanged a few broadsides, the Frenchmen endeavoured to get off, upon which the Thurlow made sail, and again got alongside of her; the enemy resolutely boarded the Thurlow, and in this situation maintained a desperate and bloody action for three hours; when her whole crew (excepting ten men,) being either killed or wounded, she struck. The Thurlow had 10 men killed, and 25 wounded.

A great number of Dutch ships were taken by the cruizers, laden with the enemy's property, all of which were condemned as lawful prizes to the captors.

COAST OF AFRICA.

Mr. Thomas Cummings, a quaker, who had made several voyages to Africa, and was well acquainted with the disposition of the natives towards the French (who had offered them repeated insults,) suggested to government the probability there was of success, by attacking their settle-

* Appendix, Chap. II. No. 93.

A.D. 1758 ments on that coast. A squadron was accordingly equipped, consisting of one ship of the line, one of 50 guns, one small frigate, a sloop, and two buffes.* The land forces embarked on board the squadron consisted of 200 marines, under the command of Major Mason, and a detachment of artillery commanded by Captain Walker; with ten pieces of cannon, eight mortars, and a considerable quantity of warlike stores and ammunition. This armament sailed from Plymouth on the 9th of March, and was entrusted to the command of Captain Henry Marsh, accompanied by Mr. Cumming, the projector. After stopping at Teneriffe for a supply of wine and refreshments, it arrived off the bar of Senegal river on the 23d of April. The commodore instantly ordered the small vessels over the bar, with the troops, artillery, and stores, which, with 280 seamen from the squadron, were landed, and proceeded to the attack of Fort St. Louis. On the 30th the French governor, after making a faint resistance, sent out a flag of truce with proposals to capitulate; these were agreed to, and finally concluded. On the next day the British were put in possession of the fort and settlement. Ninety-two pieces of cannon, with a quantity of ammunition, stores, and merchandize, were found in it. Sixteen vessels laden with valuable cargoes, were taken in the river. The whole loss the French sustained by the reduction of this place, amounted to 200,000*l*.

Commodore Marsh having sent to Europe the French garrison, and left Major Mason with a sufficient number of men for the protection of the settlement, sailed on the 17th of May, to attack the island of Gorée. On the 24th the squadron anchored before the place, and began to cannonade it, which was continued for some hours; at length the commodore finding that he could make no impression on the enemy's works, and that the force he had was by no means equal to reduce it, with his ships much damaged, twenty men killed, and forty wounded, he retired out of gun shot, and made no farther attempts on the coast. Commodore Marsh sent the Nassau, Swan sloop, and Portsmouth buff to England with the trade, and proceeded himself to Jamaica with the rest of the squadron.

Gorée being the only settlement which the French pos-

possessed on the coast of Africa, government was determined to endeavour to reduce it; for this purpose a strong squadron was equipped, the command of which was conferred on the honourable Captain Augustus Keppel,* who had orders to proceed to Cork, where he was to be joined by some transports, having on board a body of land forces, under the command of Lieutenant Colonel Worge, appointed governor of Senegal. A.D. 1758

On the 11th of November, the fleet took its final departure from Cork, and continued on its course without any thing material occurring, till the 28th, when the weather became very foggy and tempestuous; the next morning it cleared up, and to their astonishment found themselves close in with the coast of Barbary; the wind at this time blowing strong on the shore, the whole fleet were in imminent danger of being wrecked; and it, with some difficulty, weathered the land. The *Litchfield*, of 50 guns, Captain Barton, and one of the transports, were not so fortunate—they were forced ashore, and lost.†

On the 20th of December, the fleet anchored in Gorée road; from this time to the 29th, the commodore was employed in arranging the disposition for the attack; which being completed, the troops were landed, and the ships opened a tremendous fire on the enemy's batteries, with shot and shells, which continued with incessant fury for several hours. The enemy, no longer able to stand to their guns, fled and abandoned the fort. M. de St. Jean, the governor, was therefore compelled to surrender at discretion. The commodore immediately landed the marines, and took possession of the fort. The loss sustained by the ships of the squadron did not amount to more than 100 in killed and wounded.

Commodore Keppel, after leaving a sufficient garrison for the security of the island of Goree, proceeded with Colonel Worge to his government at Senegal; and from thence he returned to England.

* Appendix, Chap. II. No. 95.

† One hundred and thirty of the crew perished, including the first lieutenant, captain and lieutenant of marines, purser, gunner, carpenter, and several inferior officers. Captain Barton, with the rest of the survivors, were conducted to Morocco, where they continued in captivity till the arrival of Captain Milbank, who was sent as ambassador to the Emperor, to treat for their ransom; which, together with some other English subjects, was settled for 170,000 dollars.

A.D.
1758

EAST INDIES.

On the 24th of March, Commodore Stevens joined Vice-Admiral Pocock in Madras road, with a reinforcement of ships from England.* On the 17th of April the Vice-Admiral put to sea, and cruized to windward of fort St. David, in order to intercept D'Aché, who was expected on the coast with a strong squadron. Early in the morning on the 28th, the Triton and Bridgewater, which were at anchor in St. David's road, were surprized and surrounded by the French squadron; their commanders, Townly and Smith, finding every attempt to escape ineffectual, ran their ships ashore; and after setting them on fire, retired with their crews into the fort. The next morning Admiral Pocock got sight of the enemy at anchor in the road; who, on the appearance of the British squadron, weighed and stood to sea. The admiral made the signal for a general chase; but soon after observing that the enemy had formed their line, and shewed a disposition to give him battle; he recalled his ships, and drew them into the line of battle a-head. The captains of the Cumberland,, Newcastle, and Weymouth, either mistaking the admiral's signals, or from neglect to obey them so promptly as they ought, prevented him from bringing the enemy to a close engagement before four o'clock in the afternoon. It was maintained with great resolution until near dark, when M. D'Aché (although joined by the Count de Provence, and a frigate from Pondicherry) found his ships were so much shattered and disabled, that he hauled his wind and made off. At night the French admiral anchored off Alamparva, where the Bien Aimé parted her cable, drove ashore, and was totally lost. The British ships were so much crippled in their masts and rigging, that it was impossible for them to attempt a pursuit with any prospect of success; the admiral therefore endeavoured to get to windward of the enemy, and continued working up to them till the morning of the 1st of May, when finding that he had lost ground, he came to anchor in Sadras road. The loss sustained in this action amounted to 29 killed, and 89 wounded. That of the enemy 162 killed, and 360 wounded.

* Appendix, Chap. II. No. 96.

In a few days after the action Admiral Pocock had re-
fitted his ships, and was in a condition to go in quest of
the enemy; who on the 30th he discovered at anchor in the
road of Pondicherry. On sight of the British squadron
M. D'Aché, by the advice of the governor and his cap-
tains, hauled his ships close in shore under the protection
of the batteries; but M. Lally, who was at this time be-
sieging fort St. David, no sooner heard of Admiral Pocock
being on the coast, than he hastened to the presidency, and
directed M. D'Aché to proceed to sea and meet the British
squadron; reinforcing his ships with 400 lascars. The
French Admiral accordingly weighed anchor; but instead
of bearing down to Admiral Pocock, he kept to the wind,
plying for fort St. David; and on Lally's return to the
siege, he, by orders from the governor of Pondicherry, re-
turned and anchored in the road.

Admiral Pocock did every thing in his power to work
up to the enemy, but without effect. On the 2d of June
fort St. David surrendered to the French, and on the 6th
the Admiral received a letter from the governor and coun-
cil of Madras, to request his return for the protection of
that settlement, lest the enemy should invest it; on this he
steered for Madras. Soon after his arrival a court-martial
was assembled to try the captains who had neglected to
obey his signals in the late action. Captain Legge was
sentenced to be cashiered, Captain Vincent dismissed from
the command of the Weymouth, and Captain Brereton to
lose one year's rank as a post captain.

On the 25th of July Admiral Pocock once more failed
in quest of the French squadron; which, on the 27th, he
discovered at anchor in the road of Pondicherry*. The
next morning the French Admiral weighed anchor, and as
he had done before kept his wind, and, assisted by the su-
perior sailing of his ships, baffled every effort of the Bri-
tish admiral to bring him to action. However, about
noon, on the 3d of August, both fleets being at some dis-
tance from the land, a strong sea breeze gave the advantage
of the wind to the British squadron. Admiral Pocock in-
stantly formed his line of battle, and observing that the
Comte de Provence led the French line, he ordered the
Elizabeth to change stations with the Tiger, and then bore

* Appendix, Chap. II. No. 97.

A.D. 1758 down on the enemy, who had scarcely time to form in any order, before they were brought to a close engagement, which was supported with great obstinacy for about an hour and a half, when the French were thrown into disorder and began to give way. M. D'Aché, seeing the dispersed and miserable state of his squadron, set what sail he could and bore away, the rest soon followed their admiral's example; at the same time cutting away their boats, which were towing astern, to facilitate their flight. Admiral Pocock pursued the enemy till three o'clock, when their superior sailing had carried them out of the reach of shot; he, however, continued the chase until eight in the evening. The Admiral then finding it impossible to overtake them, came to anchor off Carical.

This conflict was considerably shorter, but much more severe than the preceding. Our loss amounted to 31 men killed, and 150 wounded; amongst the last were Admiral Pocock, Commodore Stevens, and Captain Martin. The enemy had 250 killed, and 600 wounded. M. D'Aché and his captain were among the latter.

The French Admiral returned to Pondicherry, and having repaired his shattered ships, sailed on the 3d of September for Mauritius.

Admiral Pocock remained at Madras and on the coast, until the season made it necessary for him to proceed to Bombay.

Captures made in the course of this year.

Taken from the French	-	-	153	Vessels
Ditto neutral, having on board French property	-	-	176	
Total	-	-	329	
British taken by the French	-	-	313	
Balance in favour of Britain	-	-	16	

Among the French were forty-nine stout privateers and armed merchantmen.

OCCURRENCES AT HOME.

1759

The Parliament voted for the sea service of the current year 60,000 men, including 14,845 marines. To defray the expences of the navy the following sums were voted, viz.
For

	<i>l.</i>	<i>s.</i>	<i>d.</i>	A.D.
For the pay of the men, including the ordnance for sea service - - -	3,120,000	0	0	1759
For the ordinary of the navy, including half-pay to sea officers - - -	238,491	9	8	
For the building, rebuilding, and re- pairs of his majesty's ships - -	200,000	0	0	
Towards paying off and discharging the debt of the navy - - -	1,000,000	0	0	
To the purchase of lands near to the dock-yards of Chatham, Portsmouth, and Plymouth, &c. - - -	36,964	18	10	
For fortifying and securing the har- bour of Milford - - -	10,000	0	0	
Towards the support of Greenwich hospital - - -	10,000	0	0	
Total for the naval service - -	4,615,456	8	6	

The total grants for the service of the present year amounted to 12,761,310*l.* 19*s.* 5¼*d.*

In February the following promotion of flag officers took place :

Hon. George Townsend,	}	Vice-Admirals of the Red.
Francis Holbourne, Esq.		
Thomas Cotes, Esq.		
Thomas Frankland, Esq.	}	Vice-Admirals of the White.
Lord Harry Powlett		
Harry Norris, Esq.		
Thomas Brodrick, Esq.	}	Vice-admirals of the Blue.
Sir Charles Hardy, Knt.		
George Earl of Northesk		
Charles Saunders, Esq.	}	Rear-Admirals of the Red.
Thomas Pye, Esq.		
Charles Stevens, Esq.		
Philip Durell, Esq.	}	Rear-Admirals of the White.
Charles Holmes, Esq.		
Samuel Cornish, Esq.		
Francis Geary, Esq.		Rear-Admiral of the Blue.

And in June,

Smith Callis, Esq.	}	Rear-Admirals of the Blue.
Geo. Bridges Rodney, Esq.		

Early in February, Rear-Admiral Holmes sailed for North America, in order to forward the expedition in-
tended

A. D. tended against Quebec.* On the 21st of the same month, 1759 about seven o'clock in the morning, the Vestal, of 28 guns, and 220 men, commanded by Captain Samuel Hood†, being the look-out ship from the squadron, gave chase to a strange sail, which he soon afterwards discovered to be an enemy, and made it known to the admiral by signal, who immediately ordered the Trent, Captain John Lindsay, to chase in the same quarter to assist the Vestal. About two in the afternoon Captain Hood came up with and brought the enemy's ship to close action, which was maintained with great spirit and gallantry for four hours, when all her masts being shot away, 40 men killed, and a great number wounded, she struck, and proved to be La Bellone French frigate, of 32 guns, and 220 men, commanded by the Comte de Beauharnois, on her passage to France from Martinico with dispatches. The Vestal had five men killed, and 20 wounded, her topmasts fell over the side soon after the engagement, and it was with much difficulty the lower masts were saved. La Bellone was taken into the service and named the Repulse.

On the 19th of March the Isis, of 50 guns, Captain Wheeler, and the Æolus, of 32 guns, Captain Elliot, being on a cruize off the isle of Dieu, gave chase to a fleet of coasters, which were escorted by four French frigates, three of them drew out from their convoy, as if resolved to protect it; but on the approach of our ships they crouded all the sail they could set, the two largest escaped; the third, after a short action with the Æolus, struck. She proved to be La Mignon, of 20 guns, and

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Northumberland	- 74	{ Charles Holmes Rear-Admiral of the white
		{ Captain Lord Colvill
Terrible	- - 74	----- Richard Collins
Intrepid	- - 74	-----
Trident	- - 64	----- John Legge
Medway	- - 60	----- Charles Proby
Adventure	- - 40	-----
Diana	- - 32	----- A. Schomberg
Maidstone	- - 28	-----
Trent	- - 28	----- J. Lindsay
Vestal	- - 28	----- S. Hood
Eurus	- - 28	----- J. Elphinstone
Boreas	- - 28	----- B. Walsingham
Crescent	- - 28	-----
† The present Viscount Hood.		

143 men,

143 men, commanded by the Chevalier de Tursonville, A.D. who with 30 of his men were killed; the second captain 1759 and 25 wounded. Her consorts were Le Sauvage and La Blonde of 32 guns each.

On the 27th of the same month Captain Samuel Falkner, in the Windsor, of 60 guns, being on a cruize off the rock of Lisbon, gave chase to four large ships*, which, on the Windsor's approach, drew into a line of battle ahead. Captain Faulkner steered for, and brought the sternmost ship to close action, which continued near an hour; when finding that she received no succour from her companions, and that they had made sail and deserted her, she struck, and proved to be the Duc de Chartres, pierced for 60 guns, but had only 24 mounted, with a crew of 294 men; 28 of whom were killed, and 18 wounded. She (with the others) had on board a great quantity of military and naval stores, from Port L'Orient, bound to the East-Indies, where they were to have mounted their full complement of guns, and served as men of war.

On the 28th the Southampton, of 32 guns, and the Melampe, of 24, commanded by the Captains Gilchrist and Hotham, cruizing in the North sea, gave chase to two French frigates. The Melampe being the best sailer came up with and engaged them both for three quarters of an hour, before the Southampton could give her any assistance; when one of the French frigates made sail and got off, the Melampe was too much damaged in her rigging to pursue, and fell astern. An obstinate engagement now commenced between the Southampton and the other frigate, which continued until the Melampe was again in a situation to support Captain Gilchrist, when after a few broadsides the enemy struck. She proved to be La Danae, of 40 guns, and 330 men; above 30 of whom were killed, with the first and second captains, and a great number wounded. The Southampton had one man killed, and eight wounded; among the latter was Captain Gilchrist,

<i>Ships.</i>	<i>Guns.</i> Pierced.	<i>Guns.</i> Mounted.	<i>Men.</i>
* La Massiac	- 74	- 26	- 300 escaped
Duc de Chartres	60	- 24	- 294 taken
L'Indien	- 54	- 24	- 270 } escaped
Le St. Luc	- 26	- 18	- 200 }
	—	—	—
Total	-	92	1064

Y 3

who

A.D. 1759 who received a pound ball in his shoulder, which rendered him incapable of further service. His majesty was graciously pleased to settle a pension on him of 300l. per annum during his life. The *Melampe* had eight men killed, and 20 wounded. The *Danae* was added to the navy by the same name.

On the 4th of April the honourable Captain Samuel Barrington, in the *Achilles* of 60 guns, being on a cruize, about 60 leagues to the westward of cape Finisterre, fell in with, and after a sharp contest of two hours, took the *Comte de St. Florentine*, French private ship of war, mounting 60 guns, and manned with 483 men, commanded by the *Sieur de Montay*, who was so dangerously wounded, that he died two days after the action. She had 116 men killed and wounded, all her masts shot away, besides being otherwise considerably damaged. The *Achilles* had two men killed, and 23 wounded, her rigging, sails, &c. were cut to pieces. This ship was a valuable prize; she was from St. Domingo, bound to Rochfort, her cargo consisted of gold dust, elephants teeth, and other rich merchandize. Being a new ship and fit for the service, she was purchased by government, and added to the navy by the same name.

On the 18th of May, the *Chatham*, *Venus*, and *Thames*, commanded by the Captains Lockhart, Harrison, and Colby, being on a cruize off the coast of France, gave chase to a French frigate, which they discovered working into Hodiernne bay, with a fresh gale, the enemy carrying a press sail, her topmast fell over the side, by which accident the *Thames* soon got alongside of her; the Frenchman made a gallant defence, till the *Venus* came up and raked her, when she struck, and proved to be the *Arethuse*, of 32 guns, and 270 men, commanded by the *Marquis de Vandrieul*. The enemy had 60 men killed and wounded. The *Thames*, four men killed and eleven wounded. The *Venus* had five men wounded. The *Arethuse* was added to the navy.

Early in the spring five sail of the line were dispatched to reinforce Vice-Admiral Broderick in the Mediterranean; and on the 14th of April Admiral Boscawen having been appointed commander in chief on that station, followed with three more sail and some frigates.

Early in the month of June Admiral Sir Edward Hawke
failed

failed from Spithead with a powerful fleet to cruize off A.D. Brest and in the Soundings*. When he arrived on his 1759 station, he detached three small squadrons to scour the enemy's coast; one of these was employed under the command of Captain Reynolds, who was afterwards succeeded by Captain Duff, in blocking up a fleet of transports in the Morbihan. Another, under the command of the honourable Captain Keppel, in Basque-road, and off the Isle of Aix; and the third under the honourable Captain Hervey, to watch the motions of the French fleet in Brest, which service he most effectually performed by anchoring with his small squadron close to the harbour's mouth; Captain Hervey frequently insulted their fleet by cutting out of Cameret bay, and detaining neutral vessels which were bound to Brest with naval stores. Towards the end of September the Monmouth became so foul and leaky, that Captain Hervey was obliged to quit his station and return to England. Notwithstanding the weather was very tempestuous, Sir Edward Hawke persevered in cruizing off Brest, until the 9th of November, when a violent gale of wind forced him from his station, and he was obliged to take shelter in Torbay. This proved a fortunate circumstance for M. de Bompard, who, in the absence of the British fleet, got safe into Brest with his squadron from the West-Indies. M. de Conflans being now convinced that the coast was clear; on the 14th of November put to sea; and on the same day the British fleet sailed from Torbay. On the 15th Captain McCleverty, in the Gibraltar, joined the fleet, and informed the Admiral that he had seen the French fleet about 24 leagues to the N. W. of Belleisle, steering to the S. E. Sir Edward Hawke immediately shaped his course for Quiberon bay; but the wind blowing very hard from the eastward, forced the fleet considerably to leeward. On the 19th the wind shifted to the westward, when the Maidstone and Coventry frigates were ordered to look out ahead of the fleet. The next morning, at eight o'clock, they made the signal for having discovered the enemy's fleet†, which were at this time in pursuit of the squadron, under the command of Commodore Duff, who was stationed in Quiberon bay, to block

* Appendix, Chap. II. No. 98.

† Appendix, Chap. II. No. 99.

A.D. up the transports in the Morbihan.* The moment the
1759 French admiral perceived the British fleet, he recalled his ships that were in chace, and formed in order of battle. Sir Edward Hawke first drew his fleet into the line abreast, but soon after he ordered the seven nearest ships to the enemy to chace, draw into the line of battle a-head, and attack their rear, until the whole fleet could get up, and by this means endeavour to force the enemy to a general engagement. On the approach of our ships, the French admiral crouded sail, and pushed in for the land, which was not more than four or five leagues distant; in hopes, by this manœuvre, he should entangle them amongst the rocks and shoals: here he was disappointed, for at about half past two, the van ships were close up with the enemy's rear, and opened a heavy fire on them; in a few minutes after the engagement became general. The Formidable having been closely engaged by the Resolution, and also sustained the fire of every ship that passed, was obliged to strike. M. de Verger, the French rear-admiral, and about 200 of his men were killed. Lord Howe, in the Magnanime, attacked the Thesée; but the Montague running foul of the former, so much disabled her, that she fell astern. Captain Keppel, in the Torbay, then attacked the Thesée. Soon after the action began, a sudden and heavy squall came on; the lower deck ports of the latter ship not being shut down, she filled, and instantly sunk. The Superbe shared a similar fate alongside of the Royal George. When Lord Howe got clear of the Montague, he bore down and attacked the Hero so furiously, that he soon compelled her to strike; but the weather was too boisterous to take possession of her; in the night she drove ashore, and was lost. As it grew dark, the enemy separated; part of their fleet stood to the southward, and the rest to the mouth of the river Villaine. The wind at this time blowing with great violence from the N. W. and no pilots in the fleet sufficiently qualified to take charge of the ships, the admiral gave over the pursuit, and anchored the fleet off the island Dumet. The weather continued very tempestuous the whole night; frequent signals of distress were made, without being able to distinguish whether they proceeded from friends or foes. In the morning at day-light, the

Resolution and French Hero, were observed to be ashore, and both wrecked on the Four bank. The French admiral, in the Soleil Royale, had anchored in the midst of the British fleet; who no sooner discovered his situation, than he cut his cable, and the ship drove ashore a little to the westward of Crozie. The Essex was ordered to pursue her; in the execution of which she unfortunately struck upon the Four bank, and was lost; her crew, together with the Resolution's, were saved. On the 22d, Sir Edward Hawke sent the Portland, Chatham, and Vengeance, to destroy the Soleil Royale and Hero; the first, on the approach of our ships, was set on fire by her crew; and the latter soon after shared the same fate from our people. La Juste, of 70 guns, was wrecked at the mouth of the Loire. Seven of the enemy's ships, by throwing overboard their guns and stores, escaped into the river Villaine; the rest, under M. de Beaufremont, arrived at Rochfort.*

In this memorable engagement, the French lost six capital ships: their numbers in slain were never ascertained; but if we may judge from the carnage made on board the Formidable, it must have been considerable. The British fleet had about 50 killed, and 250 wounded. Lieutenant Price, of the Magnanime, was the only officer among the former, and Captain Baird, of the Defiance, among the latter.

On the 26th, the admiral sent a squadron, under the command of Captain Young, to Quiberon bay; and another under the honourable Captain Keppel, to Basque road, in order to intercept such of the enemy's scattered ships as might seek shelter in either of these places.†

Sir Edward Hawke dispatched Captain Campbell of the Royal George, to England, with the news of this important victory; he was most graciously received by his majesty; and presented with 500l. to purchase a sword.

The Admiralty detached Rear-Admiral Geary, with six sail of the line and a frigate,‡ to reinforce Sir Edward Hawke; but he joined too late to share in the honours of the victory.

Vice-Admiral Saunders being in the chops of the chan-

* Appendix, Chap. II. No. 99.

† Appendix, Chap. II. No. 101.

‡ Appendix, Chap. II. No. 102.

A. D. 1759 nel, on his return from North America, and hearing that the French fleet was at sea, and that Sir Edward Hawke was in pursuit of it, instantly shaped his course for Quiberon bay; judging, that even the small force he had with him might be of service :* but, soon after being informed of M. de Conflans' defeat, he steered for England.

The fleet, during its long cruizes, was constantly supplied with fresh provisions, vegetables, and porter. After the defeat of M. de Conflans, the weather became so extremely tempestuous, that the usual supplies could not be sent out; and it was necessary that the men should be put to short allowance; in consequence of which the following witty impromptu was written:

Ere Hawke did bang
 Monsieur Conflans,
 You sent us beef and beer;
 Now Monsieur's beat,
 We've nought to eat,
 Since you have nought to fear.

On Sir Edward Hawke's return to England, he received the thanks of parliament, and had a pension on the Irish establishment of 2000*l.* a year settled on him for his life, those of his sons, and the survivor of them.

On the 2d of July, Rear-Admiral Rodney sailed from St. Helens with a strong squadron,† for the purpose of bombarding Havre de Grace, where the French had constructed a great number of large flat bottomed boats, intended for the invasion of this country. The next morning the squadron anchored in the road; and the same evening the bomb-ketches being properly placed, began to throw shells into the town and bason. The bombardment continued for fifty-two hours with great effect; the town was set on fire in several places; most of the flat boats, together with the magazines filled with naval and military stores, were destroyed. After having performed this service, Admiral Rodney sent the bomb-ketches to England, and continued

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
† Somerset,	-	64	{ Vice-Admiral Saunders,
Vanguard,	-	70	{ Captain Edward Hughes.
Devonshire,	-	66	—— Robert Swanton.
			—— W. Gordon.

† Appendix, Chap. II. No. 103.

with

with the rest of the squadron to cruize off the French coast A.D. the remainder of the summer, greatly to the annoyance of 1759 the enemy's trade.

A squadron was employed during the summer, under the command of Commodore Boys, to block up the port of Dunkirk, where M. Thurot was lying with a squadron of frigates,* ready to escort a large body of troops which the French had collected at that place for the purpose of making a descent on the eastern coast of England. On the 12th of October, a violent gale of wind forced Commodore Boys from his station, when M. Thurot slipped out, and steered to the northward. He was closely pursued by the British squadron, but had the good fortune to reach the port of Gottenburgh, in Sweden, before Commodore Boys could overtake him.

Another squadron,† under the command of Sir Piercy Brett, was ordered to lie in the Downs, and occasionally in Yarmouth roads, to protect that part of the coast.

The thanks of parliament were voted to Admiral Boscawen, Vice-Admiral Saunders, and the Rear-Admirals Durell and Holmes, for the services they had rendered their country. His majesty also was graciously pleased to appoint Admiral Boscawen general of his marine forces, with a salary of 2000l. a year; Vice-Admiral Saunders, lieutenant-general of the same, with a salary of 1200l. a year; and the following captains to be colonels of the above corps:

Sir Piercy Brett, Knight, at Portsmouth.

Honourable Augustus Keppel, Plymouth.

Richard Viscount Howe, at Chatham, with a salary of 800l. a year each.‡

MEDITERRANEAN.

Vice-Admiral Brodrick having received a reinforcement from England, proceeded to cruize off Toulon, to block up a French squadron under M. de la Clue, which were preparing to sail, in order to form a junction with the Brest

* Appendix, Chap. II. No. 104.

† Appendix, Chap. II. No. 105.

‡ Appendix, Chap. IV. No. 8. List of the sea officers who have been generals and colonels of marines.

A.D. fleet. On the 16th of May, Admiral Boscawen joined
 1759 Vice-Admiral Brodrick off cape Sicie, and took on him the command of the fleet.* On the 8th of June, the Conqueror, Culloden, and Jersey, received considerable damage, and lost many men by the fire from some heavy batteries of the enemy, in attempting to destroy two French frigates, which had taken shelter under them in a small bay near Toulon. The admiral kept his station until the beginning of July, when the ships in general became in great want of water and repairs, he was therefore necessitated to quit it, and to steer for Salo bay; where having completed his water, he proceeded with the fleet to Gibraltar, and anchored in the bay on the 4th of August. Admiral Boscawen concluding that M. de la Clue would avail himself of the absence of the British fleet to slip out of Toulon, left the Lyme to cruize off Malaga, and the Gibraltar between Estapona and Ceuta point, to give him the earliest notice of their approach.

On the 17th of August, the Gibraltar discovered the French fleet, consisting of fifteen sail of ships of war close in with the coast of Barbary.† Captain M'Cleverty immediately stood over for Gibraltar bay; and at seven in the evening made known to the admiral the enemy's approach. At this time the fleet was by no means in a situation to proceed to sea, most of the ships being in a state of fitting, with their top masts struck, and sails unbent; however, so great were the exertions of the officers and crews, that by ten at night the whole fleet were at sea, and clear of the bay. At seven o'clock the next morning, Admiral Boscawen got sight of seven of the enemy's ships to the westward, and made the signal for a general chase. M. de la Clue at first mistook the British fleet for a part of his own which had separated from him in the night, and made the private signal, but not being properly answered, he discovered his error, and crouded sail to get off. The wind blowing a fine breeze to the eastward, brought our ships fast up with the enemy; and at half past two in the afternoon, the headmost ships commenced a close action; soon after the engagement became general; Admiral Boscawen, in the Namur, warmly attacked the French admiral in the

* Appendix, Chap. II. No. 106.

† Appendix, Chap. II. No. 107.

Ocean; but in half an hour the Namur's mizen mast, fore and main top sail yards were shot away, she dropped astern, and M. de la Clue made sail. The Centaur, the sternmost of the enemy's ships, was so much damaged from having stood the fire of every ship that passed her, that she was compelled to strike; her commander, and 200 of the crew were killed and wounded. Admiral Boscawen shifted his flag into the Newark; and having left the Edgar in charge of the prize, continued to pursue the enemy all night. At day-light on the 19th, only four of their ships were in sight, and those making for Lagos bay. At nine o'clock three of them came to an anchor; the Ocean ran among the breakers; the moment she struck, her masts went by the board. The Intrepid and America were sent in to destroy her; upon the latter firing a few shot, she struck her colours. When Captain Kirk took possession of her, he learnt that M. de la Clue had been dangerously wounded, and with some other officers were put on shore.* The Ocean was found to be so fast aground, that it was impossible to get her off; Captain Kirk therefore took out the remainder of her crew, and set the ship on fire.

A.D.
1759

Captain Bentley, in the Warspight, was ordered to attack the Temeraire, of 74 guns, which struck, after a few broadsides. Vice-Admiral Brodrick's division went against the other two ships, brought off the Modeste, of 64 guns; drove ashore and destroyed, the Redoubtable, of 74 guns.

The loss sustained in the engagement amounted to 56 men killed, and 196 wounded. On the side of the enemy it was never ascertained.

Admiral Boscawen sent home Captain Buckle with the account of this victory; he was graciously received by his majesty, and presented with 500l. to purchase a sword.

The squadron returned with its prizes to Gibraltar; and as soon as the damages which the ships had received in the action were repaired, Admiral Boscawen sailed to England with some of the ships, leaving Vice-Admiral Brodrick with the remainder, to block up the rest of M. de la Clue's squadron, which had taken shelter in Cadiz. While the Vice-Admiral was employed on this service, on the 9th of November a violent storm came on, which obliged the

* M. de la Clue, soon after the action, died of his wounds.

A.D. 1759 Newark and Culloden to cut away their masts, and run into Cadiz; the admiral's ship the Prince, was so much damaged, that he was under the necessity of shifting his flag into the Conqueror, and to send the Prince to Gibraltar to refit. The admiral's force was now so much reduced, that it was considerably inferior to that of the enemy; notwithstanding which they continued to lye snug in port until another violent storm forced Vice-Admiral Brodrick to bear away for Gibraltar; the French ships took this occasion to venture out, and got safe to Toulon.

On the 15th of April, Captain Timothy Edwards, in the Favorite sloop of 14 guns and 110 men, being on a cruize, fell in with, and after an obstinate engagement which lasted two hours and a half, took the Valeur of 24 guns, nine and twelve pounders, and 110 men, thirteen of whom were killed, and nine wounded. She was from St. Domingo with a very valuable cargo; and being a fine ship, was purchased into the service by Admiral Boscawen, who was so sensible of Captain Edwards's merit, that he appointed him to command her as a post ship.

In the same month the Tartar's prize, commanded by Captain Baillie, took, after a severe action, a large French ship of 36 guns, off the island of Sardinia. Soon after, as Captain Baillie was convoying some merchantmen to Gibraltar, the Tartar's prize sprang so dangerous a leak, that she sunk; the crew were saved.

NORTH AMERICA.

Rear-Admiral Durell, who had wintered in the harbour of Halifax, put to sea as soon as the season would permit, and proceeded with his squadron to the river St. Lawrence, in order to intercept any supplies which the French might send out for the garrison at Quebec. On his arrival off the island of Coudic, the inhabitants mistaking it for their own fleet, sent off the best pilots, who were detained by the rear-admiral, and proved of great use in conducting our ships afterwards up the river.

On the 23d of June, Vice-Admiral Saunders joined Rear-Admiral Durell, and took on him the command of the fleet;* on his passage he touched at Louisbourg, where a

* Appendix, Chap. II. No. 108.

large body of troops was embarked, under the command of D.A. Major-General Wolf, destined for the siege of Quebec. 1759 Our force being now united, Vice-Admiral Saunders shifted his flag into the Stirling Castle, and proceeded up the river with the ships of the easiest draught of water, and the transports, in order to superintend the operations of the siege. Rear-Admiral Durell was left with the large ships of war off the isle of Coudic, to divert the enemy's attention in that quarter; and Rear-Admiral Holmes was detached with a small squadron above the town, to amuse the enemy on that side, and to co-operate with the army whenever it may be thought necessary. The enemy made repeated attempts to destroy our ships, by sending fire rafts down the river, all of which proved ineffectual; the boats of the fleet kept so vigilant a look out, that they were resolutely grappled, and towed ashore without doing any mischief.

The siege was carried on with the most determined bravery until the 17th of September; when, after many severe and bloody conflicts between the armies, the governor of Quebec, M. de Ramsay, sent out a flag with offers to surrender the town. The terms of capitulation being agreed to and signed, the British army took possession of the upper town, and a detachment of seamen under the command of Captain Palliser, the lower.

The loss sustained by the British during the siege, from the 27th of June, to the 13th of September, on which day the last battle was fought on the plains of Abraham, and which decided the fate of Quebec, amounted to 277 killed, 1086 wounded, and 20 missing. Among the slain was the British commander in chief Major-General Wolfe, an officer truly and deservedly lamented by the nation. The French commander in chief, Marquis de Montcalm, was also killed.

The guns found in Quebec on its surrender, amounted to 241; howitzers and mortars, from thirteen to seven inches, 24; besides a great quantity of shot, shells, and other military and naval stores.*

Vice-Admiral Saunders sent home Captain James Douglas, and Brigadier General Townsend, Lieutenant-Colonel Hale, with the news of this important conquest.

* The French army at Quebec consisted of 7520 men.
The British army at the battle of Quebec 4870 men.

A.D. 1759 They were most graciously received by his majesty, who ordered each of them to be presented with 500l. to purchase a sword; Captain Douglas was knighted; and Colonel Hale given a regiment of dragoons.

Before the season should be too far advanced, Vice-Admiral Saunders dispatched the large ships to England, under the command of the Rear-Admirals Holmes and Durrell; and on the 18th of October, he followed himself in the *Somerset*, with the *Devonshire* and *Vanguard*; leaving Lord Colvill to command the fleet in America.

No sooner had the British fleet sailed from the river St. Lawrence, than two French frigates, and six armed merchantmen,* which had been lying at some distance up the river, dropped down, and attempted, under the cover of a dark night, assisted by a favourable gale, and a strong ebb tide, to pass the batteries undiscovered. Three of the merchantmen were driven ashore and destroyed; but the rest escaped.

While the army under General Wolfe was employed before Quebec, General Amherst, the commander in chief, was not less active in the interior parts of Canada. The French were driven from all their strong posts on the lakes Ontario, Champlain, and George: a few armed vessels which were constructed under the directions of Captain Loring, of the navy, took or destroyed all those of the enemy, which gave the British the entire command of Canada, the navigation of the lakes, navigable rivers, and opened a communication with the river St. Lawrence.

LEEWARD ISLANDS.

Early in January, Commodore Moore, who commanded the fleet† on this station, was joined by a strong reinforce-

<i>Ships.</i>	<i>Guns.</i>	
* L'Atalante, -	36	} frigates, escaped.
La Pomone, -	32	
Le Machault, -	24	} merchantmen, escaped.
Le Bienfaissant, -	24	
Le Senecten, -	24	} ditto, drove ashore and destroyed.
Le Soleil Royal, -	24	
Lovely Nancy, -	24	} ditto, escaped, afterwards taken by the Rippon in the channel.
La Chezine, -	22	

† Appendix, Chap. II. No. 109.

ment

ment of ships from England, under Captain Robert A.D. Hughes, who also brought out with him a large body of 1759 troops under the command of Major-General Hopson. On the 13th of the same month the fleet and army sailed from Carlisle bay, Barbadoes, and after having made several unsuccessful attacks on the island of Martinico, they proceeded to Guadaloupe, which, after a most brave and gallant resistance of above three months, capitulated on the 1st of May. The islands of Marigalante, the Saints, Deseada, and Petite-Terre, soon followed its example. During the attack of Guadaloupe (on the 11th of March) the commodore learnt that M. de Bompard had sailed from France with a strong squadron to the relief of their colonies*. On the receipt of this news the commodore immediately sailed for Prince Rupert's bay, in order to collect his cruising ships, and to be the more ready to intercept the enemy; leaving at Guadaloupe a sufficient force to co-operate with Brigadier-General Barrington† for the reduction of that place. On the same day the island capitulated, M. de Bompard appeared off it; but as soon as he was informed of its situation, he made the best of his way for Martinico; and reached Fort Royal bay before Commodore Moore could overtake him. Some time after the French squadron sailed to St. Domingo; upon which Commodore Moore having no longer any naval force to oppose, shifted his pendant to the Buckingham, and sent several of the large ships home with the convoy‡.

On the 13th of August Captain Collingwood, in the *Crescent*, being on a cruise off St. Christophers, fell in with a French convoy escorted by two frigates; he engaged them both for some time; but the largest of the frigates having greatly damaged the *Crescent* in her rigging, she made sail and got off; the other was not so fortunate, Captain Collingwood got alongside of her, and after a short action, obliged her to strike. She proved to be the *Berkeley* of 20 guns; her companion was the *Ame-thyst* of 32 guns.

* Appendix, Chap. II. No. 110.

† Major-General Hopson died on the 27th of February, when the command devolved on Brigadier-General Barrington.

‡ Appendix, Chap. II. No. 109.

A.D.
1759

JAMAICA.

The naval force* on this station, under Vice-Admiral Cotes, was chiefly employed in cruizing for the protection of our own trade, and for the annoyance of that of the enemy, on which service some of his cruizers were very successful, picking up some valuable prizes. The Dreadnought, and Seaford, with the Wager, Peregrine, and Port Antonio sloop of war, fell in with and captured two French frigates, the Hermione of 26 guns, and the Hardi of 20 guns.

EAST INDIES.

On the 7th of April Vice-Admiral Pocock sailed from Bombay in quest of the French fleet; he continued to cruize with great perseverance till the 2d of September, when he got sight of them off the island of Ceylon†. Notwithstanding the superiority of the enemy in numbers and force, the Admiral instantly gave chase; but a continuance of contrary winds, attended with heavy squalls and thick weather, prevented his being able to force them to battle until the morning of the 10th, off Fort St. David. Having at this time obtained the weather gage; Admiral Pocock formed his line and bore down on the enemy; whose Admiral (M. D'Aché) finding there was no possibility of avoiding an action, brought to, to receive the British fleet. At eleven o'clock Rear Admiral Stevens, who led, began the engagement, which soon after became general, and was maintained with great bravery on both sides until four in the afternoon, when some of the French ships began to give way. M. D'Aché having received a wound, which rendered him insensible, and his captain being killed, the officer next in command on board the Zodiac wore the ship to join those which had run to leeward; the rest mistaking it for flight, bore away with all the sail they could croud. Admiral Pocock pursued the enemy till dark, at which time he ordered the Revenge to keep sight of them, and brought to, to repair the damages his ships had received in the action.

The loss sustained by the British fleet in this battle amounted to 118 killed, and 451 wounded, 68 of whom

* Appendix, Chap. II. No. 111.

† Appendix, Chap. II. No. 112.

died.

died. Amongst the killed were Captain Mitchel, of the Newcastle, Captain Gore, and Lieutenant Radshaw, of the Marines. Lieutenant Elliott, of the Tiger, and the master of the Yarmouth. Captain Brereton of the Tiger, and Captain Somerset, of the Cumberland, were wounded.

The enemy's loss amounted to 1500 killed and wounded. Amongst the former were M. Gotho, captain of the Zodiaque, and M. Surville, captain of the Centaur. M. D'Aché was severely wounded.

As soon as Admiral Pocock had again got his fleet in a condition to attack the enemy, he proceeded off Pondicherry; where, on the 27th of September, he discovered their fleet at anchor. Immediately on the appearance of the British fleet, M. D'Aché got under weigh, and with a press of sail stood to the southward; the conduct of the French admiral clearly demonstrated that his object was to avoid a second engagement, and to push for the Mauritius.

The state of the British ships would not admit of their being drawn off the coast; Admiral Pocock therefore gave up the pursuit, and the next day anchored in Madras-Road.

On the 18th of October, the Admiral, on his passage to Bombay, was joined by Rear-Admiral Cornish, with a reinforcement of ships from England*; and on the 15th of December, he detached the rear-admiral with six sail of the line to the coast of Coromandel.

On the 14th of October two French ships of war† and a small body of troops took the East-India Company's settlement of Gamboroon, at the entrance of the Gulph of Persia. On board of one of these ships was M. D'Estaing, a Brigadier general in the French service, who had been taken prisoner at Madras, and was on his parole not to serve against the British until regularly exchanged; notwithstanding which he took an active part in the reduction of this place; and afterwards proceeded to attack the company's settlement on the coast of Sumatra.

An event happened at the close of this year at Bengal, which reflects great honour on the conduct of three cap-

* Appendix, Chap. II. No. 113.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Conde	- 50	M. Des Effais
Expedition	- 22	

A.D. 1759 tains of East-Indiamen*. The Dutch governor of Batavia having sent seven large armed ships†, with a great number of troops, as he represented, to reinforce the garrison at Chinsura, the Dutch commodore soon after entering the river, thought proper to detain several English vessels which were going down, among the number was the Calcutta East Indiaman. Captain Wilson, her commander, instantly represented to Colonel Clive the conduct of the Dutch; upon which he ordered the commanders of the Duke of Dorset and the Hardwicke, the only remaining company's ships in the river, to proceed down with all expedition, and to resent this insult by attacking the Dutch ships. Captain Forrester, in the Duke of Dorset, began the action with great resolution, and was soon supported by his brave companions; in a short time two of the Dutch ships slipped their cables and fled, another was driven ashore. The Dutch commodore, unable any longer to withstand so severe a conflict, with two others struck their colours; the other cut her cable and attempted to escape down the river; but she was intercepted and taken by the Orford and Royal George, which had just arrived from England.

The slaughter on board of the Dutch ships must have been considerable, above thirty dead bodies were thrown overboard from one ship after the action. Not a single man was killed on board the English ships.

This affair was soon after adjusted. The Dutch paid 100,000*l.* for the damages sustained by the English; in consequence of which their ships were restored.

Captures made in the course of this year.

Taken from the French - 165 Vessels.
 British vessels taken by the French 210 Some of them of considerable value, chiefly West-Indiamen.
 Balance in favour of France - 45 vessels.

Ships.		Guns.		Commanders.	
●	Calcutta	-	26	Captain	Wilson
	Duke of Dorset	-	26	—	Forrester
	Hardwicke	-	26	—	Sampson
Ships.		Guns.			
†	Vlissingen	-	36		
	Bleiswyke	-	36		
	Wilgeleager	-	36		
	Princess of Orange	-	26		
	Elizabeth Dorothea	-	26		
	Waereld	-	26		
	De Mossal	-	16		

OCCUR-

OCCURRENCES AT HOME.

A.D.
1760

The Parliament voted for the sea service of the present year 70,000 men, including 18,355 marines.

The supplies granted for the navy were as follows :

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the men, including the ordnance	3,640,000	0	0
For the ordinary of the navy, including half-pay to sea officers	232,629	5	1
For the building of Haslar hospital	10,000	0	0
Ditto, the hospital at Plymouth	10,000	0	0
Towards the support of Greenwich hospital	10,000	0	0
For the building, repairs, &c. of his majesty's ships	200,000	0	0
For the purchase of ground at Halifax to make a dock-yard, &c.	8,000	0	0
Transport service	501,078	16	6
Towards paying off and discharging the navy debt	1,000,000	0	0

Supplies for the navy 5,611,708 1 7

The total supplies voted for the service of the year amounted to 15,503,564*l.* 15*s.* 9½*d.*

On the 5th of February Admiral Boscawen sailed from Plymouth Sound with six sail of the line* to take the command of the fleet in Quiberon-bay. The wind soon after shifted to the westward, and encreased to a violent gale, which dispersed the squadron. The Ramillies was so much shattered, that Captain Taylor bore way for Plymouth; on the 15th, it being extremely thick and hazy, he discovered the Bolt-head, but mistaking it for the Ram-head, stood on until the ship was so entangled with the shore, that it was impossible to weather it. Captain Taylor ordered the masts to be cut away and came to an anchor; but the storm raged with such fury that the cables parted; the ship was driven among the breakers and dashed to pieces. The whole crew, excepting a midshipman and twenty-five men perished. Admiral Boscawen and the rest of the ships returned into port in a most disabled state.

M. de Thurot, who had escaped out of Dunkirk with

* Appendix, Chap. II. No. 114.

A.D. 1760 a squadron of frigates for the purpose of making a descent on the northern coast of England or Ireland, and who, as it has already been observed, took shelter on the coast of Norway; sailed from thence early in the year to prosecute his intended expedition. After having encountered very tempestuous weather, and his squadron reduced to only three frigates; he on the 20th of February appeared before the town of Carrickfergus, on the northern coast of Ireland; which place, after a resolute defence made by Lieutenant-Colonel Jennings, with only a few invalids, was obliged to submit to this bold adventurer. M. Thurot laid the town under contribution, after having supplied his ships with such necessaries and refreshments as they were in need of; he spiked up the few guns which were in the fort, re-embarked his men, and departed. Captain John Elliot, who was at this time lying at Kinsale in the *Æolus*, with the *Pallas* and *Brilliant*, immediately upon receiving intelligence that M. de Thurot was on the coast, put to sea in quest of him. Early in the morning on the 28th, he had the good fortune to discover the enemy off the Isle of Man, and at nine o'clock brought him to close action, which was maintained with great bravery for an hour and a half, when the three frigates struck their colours*. M. Thurot and a great number of his men were killed. The *Marshall Belleisle* was so much shattered that it was with difficulty she could be kept afloat. The *Blonde* and *Terpsichore* were added to the navy.

Captain Elliot carried his prizes into Ramsay bay in the Isle of Man to refit, and then proceeded with them to England. The parliament of Ireland unanimously voted

English Force.							
<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>		<i>Killed.</i>	<i>Wounded.</i>	
* <i>Æolus</i>	- 32	- 220	John Elliot	- -	4	- 15	
<i>Pallas</i>	- 36	- 240	Mich. Clements	- -	1	- 5	
<i>Brilliant</i>	- 36	- 240	James Logie	- -	0	- 11	
	104	700			5	31	

French Force.						
<i>Ships.</i>	<i>Guns.</i>	<i>Sailors.</i>	<i>Soldiers.</i>			
<i>Le Marshall Belleisle</i>	- 44	- 226	- 430			
<i>Le Blonde</i>	- 36	- 200	- 200			
<i>La Terpsichore</i>	- 24	- 60	- 170			
	104	486	800			

their

their thanks to the three captains for the important service they had done. A.D. 1760

On the 9th of March Admiral Boscawen again sailed for Quiberon bay, having shifted his flag to the *Namur**. The admiral continued at anchor in the bay, frequently detaching small squadrons to reconnoitre Brest, L'Orient, and Basque-road. Sir John Bentley with five sail of the line blocked up the enemy's ships in the river Vilaine.

On the 28th the *Penguin*, of 20 guns, commanded by Captain Harris, was taken by two French frigates, *Le Malicieuse*, of 36 guns, and 300 men, commanded by M. de Goimpy, and *L'Opale*, of 32 guns, and 280 men, commanded by the Marquis D'Ars.

On the 4th of April the *Flamborough* and *Biddiford*, of 20 guns each, commanded by the Captains Skinner and Kennedy, being on a cruize off the rock of Lisbon, fell in with the above frigates, and at six in the evening brought them to close action, which continued with great obstinacy until eleven at night, when the frigate engaged with the *Flamborough*, bore away and made sail.

Captain Kennedy pursued her till noon the next day; but finding there was no prospect of his again getting up with her, he bore away for Lisbon, where he arrived on the 6th with the loss of five men killed, and 10 wounded, among the former was Lieutenant Price, of the Marines. The *Biddiford* maintained a long and bloody contest with her antagonist, till her main-topmast was shot away; when the enemy took this occasion to make sail. Captain Skinner fell early in the action, his place was nobly supplied by Lieutenant Knolles, until he received a mortal wound, when the command devolved on Mr. Stacey, the master, who continued to fight the ship with great bravery, till the enemy sheered off. The *Biddiford* had (besides Captain Skinner) eight men killed, and her lieutenant and 25 men wounded. She arrived on the 7th at Lisbon in a most shattered condition.

On the 5th of July Rear-Admiral Rodney, who was stationed off Havre-de-Grace with a small squadron†, intercepted and destroyed a number of the enemy's prizes‡,

* Appendix, Chap. II. No. 115.

† Appendix, Chap. II. No. 116.

‡ Vessels built on a new construction, about 100 feet long, quite flat-bottomed, and capable of carrying 400 or 500 men.

A.D. 1760. which had been sent from Harfleur, bound to Brest, laden with shot and cannon.

On the 4th of July the dock-yard at Portsmouth was observed to be on fire in the rope-house, which was entirely consumed, together with the spinning-house, hemp-house, and one of the store-houses; the accident was supposed to have been occasioned by lightning.

On the 1st of September Sir Edward Hawke relieved Admiral Boscawen in Quiberon bay*. On the 4th, he sent Lord Howe, in the *Magnanime*, with the *Bedford* and *Prince Frederick*, to dispossess the French of the island of Dumet, the governor after a faint resistance surrendered. The capture of this island was of infinite service to the fleet, as it supplied the ships constantly with water, which had hitherto been sent out in transports.

About this time a large body of troops was collected at Portsmouth, under the command of Major-General Kingley; and a strong squadron† prepared to escort them under the command of the honourable Augustus Keppel. The destination of this armament was kept a profound secret, some circumstances led the public to believe that it was intended to attack the islands of Bourbon and Mauritius; others that its object was to make a descent on the coast of Flanders. The troops were no sooner all embarked, and the fleet ready to sail, than the unexpected death of his majesty stopped the expedition for the present. King George II. died suddenly at his palace of Kensington, on the 27th of October, in the 77th year of his age, and 33d of his reign‡.

MEDITERRANEAN.

The fleet|| on this station was commanded by Vice-Admiral Saunders. Nothing of any importance happened; the cruizers were in general very active and successful, some large privateers were taken, and the enemy's trade greatly annoyed. A small French squadron, consisting of four sail of the line and two frigates, having slipped out of Toulon, with an ambassador on board for Constantinople,

* Appendix, Chap. II. No. 117.

† Appendix, Chap. II. No. 118.

‡ Appendix, Chap. I. No. 16.

|| Appendix, Chap. II. No. 119.

Captain Hugh Palliser was dispatched with a squadron* A.D. 1760 to intercept it. He got sight of the enemy; but before he could overtake him, he effected his escape into a port in the isle of Candia, where Captain Palliser continued to block him up, until his ships became so foul and in want of provisions, that he was obliged to quit his station and steer for Gibraltar.

NORTH AMERICA.

Early in May the French made an attempt to recover Quebec; they appeared before it with an army of 11,000 men and four sail of frigates. On the 15th Commodore Swanton arrived (to the great joy of General Murray and the garrison) with a reinforcement from England†. The next day he sent the *Diana* and *Lowestoffe* to attack the French ships which were lying above the town. On their approach the enemy cut their cables and fled in the utmost confusion. The *Pomona*, of 36 guns, was driven ashore above cape Diamond and burnt. The *Atalante*, of 32 guns, shared the same fate on Point-au-Tremble. The rest of their fleet, excepting a corvette, were either taken or destroyed. The night following the *Lowestoffe*, on her return down the river, struck on a sunken rock and was lost, the officers and men were saved.

M. Levi, the French general, on the night of the 17th, precipitately raised the siege, and retired with his army, leaving behind him a great number of cannon and a quantity of stores, &c.

On the 18th Lord Colvill, who had wintered at Halifax, arrived at Quebec with his squadron‡, and took on him the command of the fleet. Captain Schomberg and Colonel Maitland were sent home with the dispatches.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Shrewsbury - - -	74	Captain Hugh Palliser
Somerset - - -	64	----- Edward Hughes
Dunkirk - - -	60	----- Rob. Digby
Preston - - -	50	----- John Evans
Pallas - - -	36	----- Mich. Clements
Shannon - - -	32	----- Cha. Meadows
Vestal - - -	28	----- Sam. Hood
Kennington - - -	20	----- Rob. Barber
† Appendix, Chap. II. No. 120.		
‡ Appendix, Chap. II. No. 121.		

Lord

A.D. 1760 Lord Colvill appointed Captain Deane to command the *Diana*, and detached him with a small squadron* to escort the transports up the river, and to co-operate with the army in the reduction of Montreal, and the rest of Canada, which remained in the possession of the French. The whole of this service was completely effected before the end of September. Captain Deane, of the *Diana*, and Major Barré, were sent home with the dispatches, giving an account of the entire conquest of Canada. They were graciously received by his majesty, and each presented with 500*l.* to purchase a sword.

In the spring the honourable Captain Byron was sent from England with a small squadron† to demolish the fortifications at Louisbourg. Whilst he was employed on this service, he received intelligence that some French ships of war had put into the bay of Chaleur with several small vessels under their convoy, laden with ammunition, stores, &c. for the French army in Canada. Captain Byron immediately proceeded thither with the *Fame*, *Repulse*, and *Scarborough*. On the 24th of June, he entered the bay and discovered the French ships‡ at anchor, which on his approach retired higher up, landed their men, and began to erect batteries on the shore, in order to obstruct his passage up the channel, which was narrow and very shoal. On the 8th of July the ships were lightened, and with some difficulty warped up within shot of the enemy, who sustained a brisk cannonade for some time, when they abandoned their ships, set them on fire, and fled to the shore. The batteries being soon after silenced, Captain Byron landed a party of seamen and marines, who destroyed the fortifications, together with 20 sail of

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* <i>Diana</i> - - -	32	Captain Jos. Deane
<i>Penzance</i> - - -	44	----- W. Gough
<i>Porcupine</i> - - -	16	----- Ja. Macartney
<i>Gaspee</i> - - -	8	-----

5 row-gallies, each carrying one 24 pounder

4 ditto -----, each carrying one 22 pounder

26 large row-boats

40 transports.

† Appendix, Chap. II. No. 122.

<i>Ships.</i>	<i>Guns.</i>	
† <i>Machault</i> - - -	32	} burnt by their crews.
<i>Bienfaisant</i> - - -	22	
<i>Marquis de Marloze</i> -	16	ditto, by our people.

floops,

sloops, schooners, and small privateers. Captain Byron A.D. 1760 having performed this service, returned to Louisbourg to finish the execution of his orders, which, when he had completed, he sailed for England.

LEEWARD ISLANDS.

Sir James Douglas, who commanded the squadron* on this station, having no important service to perform, the enemy not having any naval force in these seas, was enabled to employ his cruizers in destroying the numerous privateers which had for some time infested those seas, and gave considerable interruption to our commerce.

The Virgin sloop of war, after a gallant defence, was taken by two stout French privateers; Captain St. Loe, and many of his men were killed. She was afterwards retaken with the two privateers, and several other vessels, which were cut out of the Grenades by the Temple and Griffin.

JAMAICA.

Rear-Admiral Holmes, who had succeeded to the command,† on the return of Vice-Admiral Cotes to England, dispatched Captain Norbury, in the Hampshire, with the Boreas and Lively, to intercept a fleet of merchant vessels which were expected to sail from Cape Francois, escorted by five French frigates.‡ On the 16th of October, the

* Appendix, Chap. II. No. 123.

† Appendix, Chap. II. No. 124.

Ships.	French.			Commanders.	
	Guns.	Men.			
† Sirene,	- 32	280	Com. M'Cartie,	taken.	
† Duc de Choiseul,	32	180	M. de Bellevor,	escaped.	
Prince Edward,	- 32	180	M. de Dubois,	} destroyed.	
Fleur de Lys,	- 32	180	M. Digarty,		
Valeur,	- 20	160	M. Talbot,	taken.	

Total, 148 980

British,

Hampshire,	-	50	300	Captain C. Norbury.
Boreas,	-	28	200	----- S. Uvedale.
Lively,	-	20	160	----- F. Maitland,

Total, 98 660

enemy's

A.D. 1760 enemy's convoy put to sea; and the next morning at sunrise, our ships discovered the enemy, and immediately gave chase. At twelve at night, the Boreas being the headmost ship, got alongside of the Sirenne, and brought her to close action, which continued very brisk for twenty-five minutes; the Sirenne then shot ahead, and endeavoured to make off. Captain Uvedale made what sail he could in pursuit; but being much disabled in his rigging, could not close with her again till two o'clock in the afternoon on the next day, off the east end of Cuba. The action was now renewed with great impetuosity, and was maintained till forty-five minutes past four, when the enemy struck, having 80 men killed and wounded. The Boreas had one man killed, and one wounded.

At half past seven on the morning of the 18th, the Lively got alongside of the Valeur; and after a close action, which lasted an hour and a half, compelled the enemy to strike, with the loss of a lieutenant and 37 men; her captain, master, and 23 men wounded. The Lively had two men killed.

At half an hour after three, the Hampshire ran between the Prince Edward and Duc de Choiseul, and opened a very smart fire upon them. The Choiseul having the advantage of the wind, escaped into Port au Paix; the other run ashore about two leagues to leeward, and struck her colours. Before the Hampshire could take possession of her, her crew set her on fire, and escaped on shore. The Fleur de Lys took shelter in Fresh Water Bay, a little to leeward of Port au Paix, where she was destroyed by her crew, on the approach of the Hampshire and Lively.

Some time after, the Boreas and Trent chased eight French privateers, which ran into Cumberland harbour, on the island of Cuba. The water being too shoal for the ships to pursue them, they dispatched their boats manned and armed, under the command of Lieutenant Millar and Stuart; who, with the greatest intrepidity, rowed up and resolutely boarded the Vainqueur of 10 guns, 16 swivels, and 90 men, in defiance of a heavy fire; having secured her, they next took the Mackau of only six swivels, and 15 men; from thence they rowed higher up the Lagoon, to attack the Guespe of eight guns, and 86 men; but as the boat approached, the enemy set her on fire, and escaped to the shore.

The

The loss sustained in this attack, was three men killed, one missing, and one wounded, belonging to the Trent; one man killed, five wounded, belonging to the Boreas, and her barge sunk. A.D. 1760

EAST INDIES.

Rear-Admiral Cornish, who had been detached in December with six sail of the line, to cruize on the coast of Coromandel for the French squadron, arrived on his station early in the year; but seeing nothing of the enemy, he employed his force to assist at the reduction of the French settlements on the coast, and compelled M. Lally to shut himself up in Pondicherry.

In April, Vice-Admiral Pocock sailed for England in the Yarmouth,* leaving the command of the fleet† to Rear-Admiral Stevens; who soon after joined Rear-Admiral Cornish in St. David's road, and proceeded from thence to co-operate with Colonel Coote, at the blockade of Pondicherry. In the night of the 7th of October, the admiral sent the boats of the fleet, formed in two divisions, commanded by Captain Newsom, and Lieutenant Isaac Ourry, to cut out two French frigates, (the Baliene and the Hermione,) which were moored close into the town, and under the protection of the batteries. This service they executed with the greatest skill and bravery, resolutely boarding the frigates, and towed them off in triumph, notwithstanding they made a stout resistance, and were exposed to an incessant fire from the fort and town.

To avoid the wet season, and the dangers attending the shifting of the Monsoon, the admiral, on the 23d of October, sailed for Trincomalee with part of his fleet, leaving five sail of the line, under the command of Captain Haldane, to continue the blockade. On the 25th of December, Admiral Stevens returned and resumed the command of the fleet. Rear-Admiral Cornish was left to follow him, so

* The Vice-Admiral arrived in the Downs on the 22d of September. He soon after received the thanks of Parliament. His Majesty promoted him to the rank of Admiral of the Blue, and also invested him with the order of the Bath. The Court of Directors, as a testimony of their gratitude for the services he had rendered them in India, proposed to the admiral, either to place his statue in marble, or a portrait in their hall; the admiral preferred the first, as it would be a more lasting memorial.

† Appendix, Chap. II. No. 125.

A.D. 1760 soon as the *Lenox*, *York*, and *Weymouth* were ready. About this time the *Cumberland* was in so leaky a condition, that she could not be kept afloat, and sunk off *Goa*; her crew were saved.

In the month of April, *M. D'Estaing* entered the Straits of *Sumatra*, with two frigates and some other armed vessels; where he reduced fort *Marlborough*, and all the inferior forts and factories which the *East-India Company* possessed on the island of *Sumatra*. The *Denham East-India-man*, Captain *Tryon*, was lying at *Bencoolen*; on the appearance of the French ships, she was set on fire by her crew and destroyed; they retired into the fort.

Captures made in the course of this year.

British ships taken by the French,	-	330
French taken by the British,	-	110

Balance in favour of France,	-	220
------------------------------	---	-----

The cause of the balance being so much in favour of France, was occasioned by her trade being almost annihilated, she employed the greater part of her seamen in small privateers, which swarmed in the channel, and captured a number of coasters and colliers: whereas those ships taken by Great Britain, were chiefly large privateers, and rich armed merchantmen, carrying 848 carriage guns, 240 swivels, and 6389 men.

1761.

GEORGE III.

OCCURRENCES AT HOME.

For the current year, the parliament voted 70,000 seamen, including 18,355 seamen.

Supplies granted for the Navy.

	l.	s.	d.
For the seamen, including the ordnance for sea service,	3,640,000	0	0
For the ordinary of the navy, including half-pay to sea officers,	258,624	7	10
Towards the building, rebuilding, and repairs of his majesty's ships,	200,000	0	0
For completing the works at Haslar hospital,	7,130	0	0
			Ditto

Ditto at Plymouth,	-	-	10,000	0	0	A.D.
For the transport service,	-	-	479,035	19	2	1761
Towards paying off and discharging the navy debt,	-	-	1,000,000	0	0	
Other sums voted for discharging the navy debt, &c.	-	-	1,500,000	0	0	
Total money voted for the navy,			£7,094,790	7	0	

The whole supplies granted for this year, amounted to 18,816,119l. 12s. 9 $\frac{3}{4}$ d.

The officers commanding his majesty's squadrons this year were, Vice-Admiral Holbourne at Portsmouth; Commodore Sir Piercy Brett, in the Downs; Commodore Swanton in the Channel; Sir Edward Hawke and Sir Charles Hardy, in Quiberon bay until March, when Commodore Keppel was appointed to command the expedition against Bellisle; Vice-Admiral Saunders in the Mediterranean; Lord Colvill in North America; Commodore Sir James Douglas at the Leeward Islands, and at the end of the year Rear-Admiral Rodney; Rear-Admiral Holmes at Jamaica; and at the death of Rear-Admiral Stevens, Rear-Admiral Cornish in the East-Indies.

In the month of March, an alteration took place at the admiralty board.* In July, Lord Anson was promoted to be admiral of the fleet, and his Royal Highness the Duke of York to be rear-admiral of the blue.

The channel fleet, under the command of Sir Edward Hawke, kept its station in Quiberon bay, and continued to block up the French ships of war in the river Vilaine until the 2d of January, when being favoured by an extreme dark night, and blowing fresh, they took the opportunity to slip out; and, although closely pursued by a squadron† detached, under the command of Captain Gambier, they effected their escape into Brest. So large a fleet being no longer considered necessary in Quiberon bay, Sir Edward Hawke, in March, returned to England, leaving a sufficient number of ships to watch the enemy's motions.

* Appendix, Chap. IV. No. 1.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders</i>
† Burford,	70	Captain James Gambier.
Prince Fredetick,	64	----- John Maplesden.
Edgar,	64	----- Drake.
St. Florentine.	60	----- Sir William Trelawney.

On

A.D. 1761 On the 8th of January, the Unicorn, of 28 guns, and 200 men, commanded by Captain Hunt, being on a cruize off the Penmarks, came up with, and brought to action La Vestale, a French frigate of 32 guns, and 220 men, commanded by M. Boissbertelot. Soon after the action commenced, Captain Hunt had his right leg shot off, of which wound he died the same day. Lieutenant Symons then took the command; and after a severe conflict of two hours, compelled the enemy to strike, with the loss of many men killed and wounded; among the latter was her commander, who died of his wounds the next day. The Unicorn had five men killed, and ten wounded. Mr. Symons was promoted to the rank of master and commander, for his bravery. The Vestale was taken into the navy, and named the Flora.

Two days after, as Captain Symons was standing into the channel with his prize, he observed two ships in close action; upon which he instantly bore down to assist which ever might be his friend. On the Unicorn's approach, the French ship made sail, and got off. Captain Symons found the ship with which the enemy was engaged, to be the Seahorse, of 20 guns, and 160 men, commanded by Captain Smith, who was on his passage to Bencoolen with the astronomers, to observe the transit of Venus over the sun. The Seahorse had 11 men killed, and 38 wounded. Her masts and rigging were so much crippled, that she was obliged to return into port to refit. The enemy's ship was L'Aigrette, of 32 guns, and was one of those, who, with La Vestale, two ships of 64 guns, and the Calypso, had escaped out of the river Villaine. Captain Smith, on his return to England, was appointed to the Guernsey of 50 guns; and Captain Grant, to the Seahorse, who proceeded with the astronomers to India.

On the 23d of January, Captain John Elphinstone, in the Richmond, of 32 guns, and 230 men, being on a cruize off the coast of Flanders, chased a French frigate from seven in the evening, till ten o'clock the next morning, when he brought her to close action; at about half past twelve, both ships ran aground alongside of each other, off St. Gravesande, near the Hague. The engagement continued for a few minutes in this situation, when the Frenchmen fled from their quarters. On the flood tide, the Richmond got afloat; but, before she could bring up, was driven

driven out of gun shot. The enemy took advantage of this opportunity to quit their ship, and to escape on shore. A.D. 1761
 The next day Captain Elphinstone sent in his boats to take possession of her; but finding that she was too fast aground to be got off, they set her on fire. This ship proved to be *La Felicité*, of 32 guns, bound to Martinico, with a cargo valued at 30,000*l*. About 100 of her crew were either killed or wounded; among the slain, was her commander, M. Donnel. The *Richmond* had three men killed, and thirteen wounded.

An amazing concourse of people were assembled on the shore to view this action; among the number were the Prince of Orange, and all the foreign ministers. The Count D'Affry, the French ambassador, remonstrated with the States General on this breach of neutrality.

Early in the morning on the same day Captain Alexander Hood, in the *Minerva* of 32 guns, and 220 men, being about 30 leagues to the westward of cape Pinas, gave chase to a large ship, which he soon discovered to be a two decker. The wind blowing very hard from the eastward with a great sea, determined Captain Hood to engage the enemy to leeward, to prevent her making use of her lower deck guns. About twenty minutes past ten he run under her lee and brought her to a close action. At eleven o'clock the enemy's fore and main-topmasts were shot away, and she fell on board of the *Minerva*; the sea running high the ships were soon clear of each other; as the enemy dropped astern, she tore away the *Minerva*'s sheet anchor; and in a quarter of an hour after her bowsprit and foremast fell overboard. Captain Hood was extremely active in clearing the wreck, which he had accomplished at one o'clock, and again bore down on the enemy, who was three leagues to leeward. At four o'clock he renewed the action, which was maintained with great briskness for three quarters of an hour, when the enemy struck. She proved to be the *Warwick*, formerly a sixty gun ship in his majesty's service, but had only 34 mounted, with a complement of 231 men and 74 soldiers, commanded by M. la Verger de Belair. She was bound to the East-Indies with stores and provisions: her loss was 14 men killed, and 32 wounded. The *Minerva* had the same number killed, and 34 wounded; in the night her main and mizen-mast went by the board.

A.D. 1761 On the 30th the *Solebay* and *Amazon* took from under a battery, near Calais, *La Chevrot* privateer, of 18 guns, and 160 men. Being a fine ship, she was purchased by government, and named the *Pomona**.

On the same day the *Venus* and *Juno*, commanded by the Captains *Harrison* and *Towry*, being on a cruize in the channel, fell in with *La Brune* French frigate, of 36 guns and 316 men. The *Venus* engaged her for two hours before the *Juno* came up, when she struck. The enemy had 19 men killed, and 39 wounded. The *Venus* had four men killed, and 18 wounded, among the latter were Captain *Harrison*, the first lieutenant and master. The *Juno* had two men wounded. *La Brune* was taken into the navy.

On the 13th of March the *Vengeance*, of 26 guns and 200 men, commanded by Captain *Nightingale*, on a cruize between *Ushant* and *Scilly*, fell in with, and after a very gallant action, took *L'Entreprenant*, pierced for 44 guns, but had only 26 mounted, with 203 men, five of whom were killed, and 24 wounded. She was bound to *St. Domingo*, with a valuable cargo. The *Vengeance* had six men killed, and 27 wounded.

The *Albany* sloop of war, of 16 guns, and 125 men, commanded by Captain *Brograve*, captured, off *Ushant*, the *Pheasant*, a French corvette of the same force, commanded by *M. de Coudroye*: she was purchased into the navy, and soon after lost in the channel. Captain *Nelson* and the crew perished.

On the 29th of March, the honourable Commodore *Keppel* sailed from *St. Helens* with a large squadron of ships of war, and 100 sail of transports, having on board 10,000 land forces, under the command of Major-General *Hodgen*, destined for the attack of *Belleisle*. At the same time a strong squadron was ordered to cruize off *Brest*, under the command of Captain *Buckle*, to block up that port, and to prevent any succours from being sent to its relief.† On the 7th of April, the fleet anchored in the great road of *Palais*; and the next day a large detachment of troops were landed in *Port Andeo* bay, on the south-east side of the

* She foundered in the West-Indies in the year 1775: Captain *Eastwood* and the crew perished.

† Appendix, Chap. II. No. 126, and 127.

island, under cover of the Achilles and Dragon. The enemy had taken post on the top of an almost inaccessible mountain, where they had strongly intrenched themselves. Several vigorous attempts were made to dislodge the enemy, by forcing their intrenchments, all of which proved ineffectual; at length our troops were obliged to retreat, with the loss of 500 men killed, wounded, and taken prisoners. The general and commodore not disheartened by this check, were resolved to persevere in the object of the expedition; accordingly on the 22d, after reconnoitering the coast, it was determined to make a descent at Fort D'Arfie; and in order to divert the enemy's attention, two feints were to be made at the same time on another part of the island. The ships of war which were ordered to second the operations of the army, having brought up at their stations, soon silenced the enemy's batteries. The troops were instantly landed; and after many resolute attacks, obliged the enemy to fly from their redoubts and intrenchments. The moment M. de St. Croix, the French general, found that the English had made good their landing, he collected his whole force, and retreated to the town of Palais, where he was determined to make a stand. On the 13th of May, six strong redoubts were carried with great resolution and intrepidity, and with very little loss. On the 7th of June, a practicable breach was made in the citadel, and every necessary preparation made for storming; when M. de St. Croix beat the chamade, and offered to capitulate. The terms being accepted, the British troops the next day marched into the citadel, and were put in possession of the whole island. The French garrison consisted of 2600 men, of whom 922 were either killed, wounded, or taken prisoners. The loss sustained by the British army, amounted to 13 officers, and 300 men killed; 14 officers, and 480 men wounded.

The honourable Captain Barrington, of the navy, and Captain Rooke, aid-de-camp to the general, were sent to England with the news of the capture of Belleisle. They were graciously received by his majesty, and each presented with 500l.

After the surrender of Belleisle, Commodore Keppel detached a squadron,* under the command of Sir Thomas Stanhope, to attack such of the enemy's ships as might be

* Appendix, Chap. II. No. 128.

A.D. 1761 lying in Basque road, and to destroy the works which had been erected on the isle of Aix. Towards the end of July the fortifications were completely demolished by Captain Peter Parker,* who was employed on this service. Sir Thomas Stanhope kept his station in Basque road until the end of the year, when he was relieved by Lord Howe. The enemy made some ineffectual attempts to destroy our squadron by fire-ships.

Lieutenant John Macbride†, commander of the Grace cutter, assisted by the boats of the Maidstone frigate, cut out of Dunkirk road, a French privateer. The enemy, in the attack, had her lieutenant and one man killed, and five wounded. Two men were wounded in the boats.

In the evening on the 13th of August, the Bellona, of 74 guns, commanded by Captain Robert Faulkner, and the Brilliant, of 36 guns, Captain James Logie, being off Vigo, gave chase to three large ships, which they kept sight of all night. At day-light the next morning, they were about five miles from the chase, when the largest of the ships threw out a signal, took in her studding sails, wore round, and stood for the Bellona; the two frigates at the same time closed, and at six brought the Brilliant to action. At half past, the Bellona was closely engaged with the ship of the line; in nine minutes both their mizen masts fell overboard, and the enemy had nearly fallen athwart hawse of the Bellona, by which she would have been exposed to a severe raking fire, had not Captain Faulkner, with great skill and presence of mind, wore under her stern, and brought her to a close action on the opposite side. This unexpected manœuvre threw the enemy into confusion, and a few minutes after seven she struck; and proved to be the Courageux,‡ of 74 guns, and 700 men, commanded by M. Dugné L'Ambert, who died at Lisbon of the wounds he had received in the action. The Courageux was bound to St. Domingo with a cargo valued at 320,000*l.* and had on board ransomers for five prizes. She had killed in the action 240 men, and 110 wounded; the Bellona had six men killed, and 28 wounded.

* The present Admiral Sir Peter Parker.

† The late Admiral Macbride.

‡ In the year 1797, she was driven from her anchors in Gibraltar bay, and lost on the coast of Barbary; several of the crew perished.

The Brilliant continued to engage the two frigates for some minutes after the Courageux had struck; but on seeing the fate of their commodore, they bore away and got off. The frigates were the Malicieuse and Hermione, of 32 guns each. The Brilliant had five men killed, and sixteen wounded.

The ships were so much damaged, that Captain Faulkner put into Lisbon to refit.

On the 7th of August, Lord Anson hoisted the union flag on board the Royal Charlotte yacht at Harwich; and being joined by a squadron of ships of war in Yarmouth roads,* proceeded on the 9th to Cuxhaven, to escort over Princess Charlotte of Mecklenburgh Strelitz, her present majesty. On the 24th, her majesty embarked on board the yacht at Stade; and on the 6th of September she landed at Harwich.

The Blonde, of 32 guns, Captain Kennedy, being on a cruize off the coast of Portugal, fell in with, and after a running fight of one hour, took a large French ship, from Bourdeaux bound to St. Domingo, mounted with 24 guns, and 120 men, six of whom were killed, and many wounded. The Blonde had two men wounded.

The factory at Lisbon presented Captain Kennedy with a piece of plate valued at 200*l.* for his activity in protecting the trade on that station.

On the 18th of October, Rear-Admiral Rodney sailed from Spithead, with a squadron of ships of war and several transports, having on board a large body of troops destined for the West-Indies.†

The Prince George privateer, of Bristol, of 24 guns, and 180 men, commanded by Captain Reed, took, after a very severe action of five hours, the Beaumont French East-Indiaman, of 22 guns, and 240 men, 60 of whom were killed and wounded in the action. The Prince George had

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Royal Charlotte (yacht)	10	{ Lord Anson, Admiral of the Fleet. Captain Peter Denis.*
Nottingham, -	60	Samuel Marshall.
Winchester, -	50	James Hale.
Minerva, -	32	Alexander Hood.
Tartar, -	28	J. Knight.
Hazard, -	14	Hon. Henry St. John.
Lynx, -	14	Hon. Keith Stewart.

* Created a Baronet 19th September, 1767.

† Appendix, Chap. II. No. 129.

A.D. 1761 seven men killed, and 18 wounded. The Beaumont's cargo was estimated at 70,000l.

The East-India Company's ship the Ajax, was captured on her passage to England by the *Prothée*, of 64 guns, after being gallantly defended by her commander, Captain Lindsay; who, with several of his men, was killed.

The Board of Longitude having come to the resolution to try Mr. Harrison's time keeper, for correcting the longitude at sea, the lords of the admiralty appointed the *Deptford*, of 50 guns, commanded by Captain Digges, to receive Mr. Harrison on board. On the 18th of November she sailed from Portsmouth, and made the island of Madeira at the exact time which Mr. Harrison pointed out. From thence they proceeded to Jamaica, and made that island with equal accuracy. Mr. Harrison having finished the necessary observations on the island, sailed for England in the *Merlin* sloop of war. On the 23d of March, 1762, they fell in with the *Essex*, Captain Schomberg, at the entrance of the channel, whose reckoning agreed exactly with the time-keeper, the *Essex* having been off Scilly the preceding evening. On the 26th, Mr. Harrison arrived at Portsmouth, and found that the time-keeper had lost only 1 min. 54½ sec. notwithstanding the weather in general had been very tempestuous.

This year the experiment of coppering on ships bottoms, as a preservation against the worms, was introduced into the royal navy, and tried on the *Alarm* frigate, of 32 guns, commanded by Captain Rowland Cotton.

MEDITERRANEAN.

The squadron* on this station, was commanded by Vice-Admiral Sir Charles Saunders, whose cruizers were in general very active and successful. On the 1st of April, the *Isis*, of 50 guns, Captain Wheeler, being on a cruise off Cape Tres Forcas, fell in with, and after a smart action, which commenced at six in the evening, and continued till half past ten, took *L'Oriflame*, French ship of war, pierced for 50 guns, but had only 46 mounted, and 370 men, between 40 and 50 of whom were killed or wounded. Early in the engagement, Captain Wheeler, a midshipman,

and quarter-master were killed by the same shot. The command devolved on Lieutenant Cunningham, who acquitted himself with great skill and bravery. The Isis had nine men wounded. A.D,
1761

On the 16th of July, Captain Proby, in the Thunderer, with the Modeste, Thetis, and Favorite sloop, being on a cruize off Cadiz, gave chase to two French ships of war. At midnight the Thunderer got alongside of the largest, which, after a gallant resistance of half an hour, struck; and proved to be L'Achille, of 64 guns, and 600 men. The Thetis engaged the other for about the same time, when she also struck; and proved to be Le Bouffon, of 32 guns, and 210 men. Both the enemy's ships had a considerable number of men killed and wounded; and were much damaged in their hulls and rigging. The Thunderer had seventeen men killed; Captain Proby, and 113 men wounded. So great a carnage on board the Thunderer, was occasioned by one of the upper-deck guns bursting, which blew up a part of the quarter-deck, and set the ship on fire.

NORTH AMERICA.

Nothing of any importance occurred on this station. Lord Colvill, who commanded* detached the greater part of his squadron to convoy troops to the West-Indies; and kept only a sufficient number of ships to protect the trade.

LEEWARD ISLANDS.

Commodore Sir James Douglas having been joined by four sail of the line and three frigates, with a body of troops from North America, under the command of Lord Rollo.† On the 4th of June, proceeded to attack the island of Dominico; which surrendered to his majesty's arms on the 8th, after a short resistance.

On the 22d of November, Rear-Admiral Rodney arrived in Carlisle bay, Barbadoes, with a reinforcement from England. On the 14th of December, the Temeraire, of 74 guns, and Actæon frigate, joined him from Belleisle with a body of troops, under the command of Brigadier-

* Appendix, Chap. II. No. 131.

† Appendix, Chap. II. No. 132.

A.D. 1761 General Rufan; and on the 24th of the same month the rest of the army arrived from America, under Major-General Monckton. The whole force being now collected, the commanders in chief, at the conclusion of the year, were ready to proceed on their intended expedition against Martinico.*

JAMAICA.

On the 7th of January, the Trent, of 28 guns, and 200 men, commanded by Captain John Lindsay, being on a cruize, fell in with, and after an hour's close action, took La Bien Aimé, French merchant frigate, of twenty guns, and 85 men, twenty of whom were killed and wounded. The Trent had one man killed, and five wounded.

On the 5th of June, Rear-Admiral Holmes being on a cruize off Dona Maria bay, with a part of his squadron,† captured, after a short running fight, the St. Anne, a fine new French ship, pierced for 64 guns, but had only 50 mounted, and 389 men, commanded by M. D'Aquillon. She was bound to France, with a valuable cargo of indigo and other merchandize. She was purchased by government, and added to the navy.

On the death of Rear-Admiral Holmes, which happened on the 24th of December, the command of the squadron devolved on Captain Arthur Forrest, of the Centaur.

AFRICA.

Early in the year, the French equipped four frigates, which were to be sent to the coast of Africa, to endeavour to regain some of their late settlements. Two of these frigates were intercepted in the bay, by the squadron under Sir Edward Hawke; the other two reached the coast, and attempted to surprize James fort, at the mouth of the river Gambia; but they were so resolutely received by the garrison, that one was driven ashore and lost; and the other, after being much crippled, with difficulty got off.

* Appendix, Chap. II. No. 133.

† Appendix, Chap. II. No. 134.

Rear-Admiral Stevens continued with his squadron* before Pondicherry, until the night of the 1st of January, when a sudden and most tremendous hurricane forced the ships from their anchors. The wind at first blew with great violence from the N. W. ; in a few hours it shifted to the N. E. ; then fell calm ; and on a sudden burst forth with redoubled fury from the S. E. The admiral, at the commencement of the gale, finding it would be impossible to ride it out, ordered the cables to be cut, and stood to sea ; at the same made the signal for the squadron to follow him ; but the violence of the wind, and the darkness of the night, precluded all possibility of signals being seen. The rest of the squadron unfortunately remained at anchor until their cables parted. Before they could gain a sufficient offing, the wind shifted, and raged with such fury, that they were soon driven into shoal water, and obliged to anchor. The Panther, America, Medway, and Falmouth, cut away their masts, and rode out the storm. The Duc D'Aquitaine, Sunderland, and Duke store ship, by not taking this precaution when they brought up, either overset, or foundered. Their crews amounted to eleven hundred men perished, excepting seven Europeans, and as many Lascars, who were the next day picked up on pieces of the floating wreck. The Newcastle, Queenborough, and the Protector fire ship, were driven on shore about two miles south of Pondicherry, and totally lost ; their crews, excepting seven, were saved.

M. Lally was in great hopes that the disaster which had befallen the British squadron, would have opened to him a communication from the sea, and that succours might be thrown in from that quarter ; for which purpose he dispatched a boat with a letter, to inform the French resident at Pulicate, that there was now nothing to apprehend, as the storm had rendered the British fleet incapable of returning to the blockade, and urged him to send immediate supplies of provisions. On the 3d of January, to the great joy of the besiegers, and the disappointment and surprize of the enemy, Admiral Stevens again anchored in Pondi-

* Appendix, Chap. II. No. 135.

A.D. 1761 cherry road, in the Norfolk, with the Grafton and Liverpool. The next day he was joined by Rear-Admiral Cornish, with the *Lenox*, *York*, and *Weymouth*, from *Trincomalé*; and on the 7th, by the *Tigre* and *Salisbury*, from *Madras*, where the storm had not been felt. The blockade became now as complete as ever; and the besiegers redoubled their exertions. On the 15th, a considerable breach was made in the walls; the garrison was driven to the utmost despair, not having more than one days provisions remaining; and being worn out, and emaciated with fatigue, after an eight months siege and blockade, sent out a deputation, with terms of capitulation, to which no answer was given. The next day *Pondicherry* was delivered up to the British troops.

On the 10th of February, *Mahé*, on the coast of *Malabar*, the only remaining settlement the French possessed in *India*, surrendered to Rear-Admiral Cornish and Major *Hector Munro*.

On the death of Rear-Admiral *Stevens*, which happened in the month of April, the command of the squadron devolved on Rear-Admiral Cornish, who had received orders from *England* to prepare for an expedition against the island of *Mauritius* and *Bourbon*; and to rendezvous at the island of *Diego Rays*, where it was intended that he should be joined by a strong squadron of ships of war, and a large body of troops, under the command of Commodore *Keppel*, and Major-General *Kingsley*.* In consequence of these instructions, the admiral sailed to *Bombay* to refit and victual his squadron; and as the ships were got ready, he dispatched them to the place of rendezvous, under the command of Commodore *Tiddeman*, who arrived there on the 14th of September; and was joined by the admiral, with the rest of the squadron, towards the end of October.†

Immediately on his arrival, he dispatched Commodore *Tiddeman* to look into *St. Augustine's bay*, on the island of *Madagascar*, where the admiral expected a frigate from *England*, with dispatches for his further proceedings. On the commodore's approach to the island, the weather proved so tempestuous, that it was considered as extremely ha-

* The death of King George the Second, put a stop to the sailing of this armament; it was afterwards employed at the reduction of *Belleisle*. See page 354.

† Appendix, Chap. II. No. 136.

zardous for ships to lye in St. Augustine's bay ; he therefore judged it most prudent to rejoin the Squadron. The admiral now began to despair of either hearing from England, or being joined by the reinforcement, from which he had reason to expect a recruit of stores and provisions. The Squadron which had sailed from India, only provided for four months, began to be in the greatest distress for want of a supply ; and the crews in general were greatly reduced by sickness. This determined the admiral to return to Madras before the rainy season should set in. On the passage, the York, in a dark night, and blowing hard, ran foul of the Revenge frigate with such violence, that she stove her in from the gunwale to the water's edge, and carried away her main-mast. The York lost her fore-mast, bowsprit, main-top-mast, and main yard ; she also drifted so much to leeward, that not being able to work up to the fleet, she, together with the Chatham, were obliged to bear away for the Cape of Good Hope, where they arrived two months after, extremely leaky, and in a most miserable state, having buried so many of their men, as to have scarce enough left to work the ships. Here they found the Terpsichore frigate, of 26 guns, commanded by Sir Thomas Adams, from whom they learnt, that he had been sent from England with dispatches for Admiral Cornish, to inform him, that the expedition destined against the Mauritius and Bourbon was given up ; that he had continued at the appointed rendezvous, (St. Augustine bay,) until his provisions were almost exhausted ; his crew greatly reduced by sickness ; the ship almost a wreck ; and not hearing any thing from Admiral Cornish, he was compelled to proceed to the Cape of Good Hope.

As soon as the York and Chatham were refitted, they returned to India, having obtained a fortunate recruit of 150 British seamen out of the Dutch East-India ships.

Captures made in the course of this year.

British ships taken by the enemy,	-	814
French ships taken,	-	177

Total in favour of France,	-	637
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The loss we sustained appears enormous, but few of them were of any considerable value, except the Ajax East-India ship ; the rest were chiefly small trading and coasting vessels,

A.D. vessels. Among the enemy's, were several large priva-
 1761 teers, and rich West Indiamen.

OCCURRENCES AT HOME.

1762 The supplies granted for the navy this year, were as follows :

For 70,000 seamen, including 19,061 marines, and the ordnance for sea service,	}	£	s.	d.
		3,640,000	0	0
For the ordinary of the navy, including half-pay to sea officers,	}	272,226	9	1
Towards the building, rebuilding, and repairs of his majesty's ships,		200,000	0	0
For completing the work at Haslar hospital,	}	1,000	0	0
Ditto at Plymouth,		6,000	0	0
For the charge of transport service between October 1st, 1760, and September 30th, 1761, including the victualling the land forces,	}	835,025	3	8
For paying off and discharging the navy debt,		1,000,000	0	0
To enable his majesty to discharge the exchequer bills, made out by virtue of an act of last session, for discharging navy debts, and towards naval services for 1761, and charged upon the first aids to be granted this session	}	1,500,000	0	0

Total supplies for the navy, 7,454,251 12 9

The sum total granted by parliament for the expences of the present year, amounted to 18,299,153*l.* 18*s.* 11½*d.*

The officers who were appointed to command his majesty's fleets this year, were as follows:

On the Home Service—on the coasts of Spain and Portugal.

Admiral Sir Edward Hawke,

Rear-Admiral His Royal Highness the Duke of York.

Vice-Admiral Sir Charles Hardy.

Off Brest, Commodores Spry and Mann.

In Basque Road, Commodores Lord Howe and Denis.

In the Channel, Commodore James Young.

At

At Portsmouth, Admiral Holbourne.

In the Downs, Commodore Moore.

In the Mediterranean, Admiral Sir Charles Saunders, and Commodore Sir Piercy Brett.

At the Leeward Islands, Rear Admiral Rodney, and Commodore Swanton.

At Jamaica, Admiral Sir George Pocock, Commodores Sir James Douglas, and the Hon. Augustus Keppel.

In North America, Commodore Lord Colvill.

In the East-Indies, Vice-Admiral Cornish, and Commodore Tiddeman.

On the 4th of January, war was declared against Spain; and on the 18th it was declared at Madrid against Great Britain.

On the 6th, the *Venus*, of 36 guns, Captain Thomas Harrison, captured in the bay, after an action of one hour, the *Boulogne*, of 20 guns, and 150 men, seven of whom were killed, and 20 wounded. She was from the *Mauritius*, bound to *L'Orient* with a valuable cargo. The *Comte D'Estaing* was taken on board this ship.

On the 12th, the *Zenobie* French frigate, of 22 guns, and 210 men, was cast ashore in a heavy gale of wind, on Portland; only 71 of her crew were saved; and even these poor wretches would have perished, had it not been for the humanity of Mr. Travor, the governor, whose interposition and authority, prevented the savage inhabitants from being guilty of the most barbarous excesses. Their miserable situation being represented to his majesty, he was graciously pleased to direct that they should not be considered as prisoners, and ordered them to be clothed and maintained at his expence, until they could be sent to France. Not long after the French had an opportunity of shewing how sensible they were of the generous treatment their countrymen had received. On the 25th of the same month, an English merchantmen was driven on shore, and lost near Havre de Grace, whose crew were all saved. The instant the governor heard of their misfortune, he gave directions for their being comfortably lodged, and allowed each man thirty sous per day till they were sent home.

About the middle of January, a violent gale of wind forced the squadron under Commodore Spry from its station off Brest: * M. de Blenac took this opportunity to push

* Appendix, Chap. II. No. 137.

A.D. 1762 out with a strong squadron of ships of war, having on board 3000 land forces, destined for the relief of Martinico.*

Commodore Spry no sooner heard of the enemy being out, than he pursued them with a croud of sail several days; but finding that there was no prospect of his overtaking them, he dispatched the Aquilon frigate to the West-Indies, to put Admiral Rodney on his guard.

On the 30th of the same month, the Danae, of 32 guns, commanded by Captain Hay, on her passage home with a convoy from Gibraltar, fell in with, and engaged a large French ship for three hours; when the Danae being much disabled in her masts and rigging, the enemy made sail and got off. The Danae had 18 men killed, and 42 wounded. The same ship soon after met with, and engaged the Deal Castle, Captain Tindal, who obliged her to sheer off; she was at last taken by the King George privateer, after an obstinate and bloody conflict of two hours and a half; and proved to be the Tigre French frigate, fitted out by the merchants, of 26 guns, and 240 men, commanded by M. Fabry, from St. Domingo bound to Bourdeaux, with a cargo valued at 150,000l. She had above 100 men killed and wounded in the action. The King George had three men killed, and twelve wounded.

On the 5th of March, Admiral Sir George Pocock sailed from Spithead to take the command in the West-Indies; he had with him five sail of the line,† a large fleet of transports, having on board a body of troops, under the command of the Earl of Albemarle; together with several victuallers and store ships.

On the 7th, the Milford, of 28 guns, commanded by Captain Robert Mann, being on a cruize in the bay, chased a sail from ten o'clock in the morning, till ten at night, when he brought her to close action. Captain Mann was, early in the battle, shot through the right thigh by a six pound ball, of which wound he died the next morning. The command devolved on Lieutenant Day, who fought the ship with great bravery until half past eleven, when he received a wound on the forehead from a

* Appendix, Chap. II. No. 138.

† Appendix, Chap. II. No. 149.

musket ball, which proved mortal. His place was ably supplied by Lieutenant Nash, who, at half past two, compelled the enemy to strike, with the loss of her main and mizen masts, six men killed, and eighteen wounded; her rigging, sails, and hull cut to pieces. She proved to be *La Gloire* letter of marque, belonging to Bourdeaux, bound to St. Domingo, pierced for twenty guns, but had only 16 six pounders mounted, ten swivels, and 94 men. The *Milford*, besides her captain and first lieutenant, had two men killed, and thirteen wounded.

A.D.
1762

In the month of April, Commodore Denis was sent to relieve Lord Howe in the command of the squadron stationed in Basque road.* His lordship was appointed captain under his royal highness the Duke of York, who had hoisted the flag of rear-admiral of the blue on board the *Princess Amelia*.

Towards the end of the same month, M. de Ternay slipped out of Brest in a thick fog, with a small squadron, having on board 1500 troops, destined for the attack of Newfoundland.† On the 11th of May, he fell in with our American East and West-India convoys, escorted by Captain Rowley, in the *Superbe*, of 74 guns, the *Gosport*, of 44 guns, Captain John Jervis, and the *Danae*, of 38 guns, Captain Henry Martin. Captain Rowley, for the better protection of his convoy, directed them by signal to proceed on their course, and with the ships of war dropped into the rear, formed his line of battle, and brought to. Upon which M. de Ternay hauled his wind, and made off. For this service, the merchants of London and East-India Company presented Captain Rowley with a silver epergne and dish.

Intelligence was no sooner received that M. de Ternay had got out of Brest, then Sir Edward Hawke was dispatched in pursuit of him;‡ but the Frenchman had too much the start of the British commander for him to entertain any hopes of success. Sir Edward Hawke continued to cruize on the coasts of Spain and Portugal until the end of August, when he returned to England. A squadron was at the same time sent to block up the port of Brest,

* Appendix, Chap. II. No. 139.

† Appendix, Chap. II. No. 140.

‡ Appendix, Chap. II. No. 141.

A. D. under Commodore Mann ; and another under Captain Pal-
1762 lifer, to reinforce Lord Colvill in America.*

On the 1st of September, the *Lion*, of 60 guns, Captain Le Cras, one of Commodore Mann's squadron, after a running fight of one hour, captured the *Zephyr*, a French frigate, pierced for 32 guns, but had only 26 mounted, and 250 men, nine of whom were killed, and 25 wounded. She was bound to Newfoundland with ordnance and military stores. The *Lion* had three men wounded.

On the 2d, Captain Hotham, in the *Æolus*, of 32 guns, being on a cruize off Cape Pinas, gave chase to two ships, which took shelter under a small battery in Aviles bay. Captain Hotham pursued them close in, and came to an anchor with a spring on his cable ; opened a well-directed fire on the battery and the largest ships ; both of which, after a short resistance, were abandoned by the Spaniards. Captain Hotham landed his marines, and spiked up the guns ; Lieutenant Paisley,† who was sent to take possession of the ship, found her so fast aground, that he was obliged to set her on fire. She was the *St. Joseph*, from the Caraccas, bound to Passage, 1100 tons burthen, pierced for 60 guns, but had only 32 mounted : the other ship escaped, by warping into shoal water. Captain Hotham was very successful on this cruize ; he took five large privateers, and several merchant vessels.

On the 12th, Sir Charles Hardy sailed on a cruize to the westward ; and on the 29th, he was joined by a reinforcement under the Duke of York.‡ On the 30th of October the fleet returned to Plymouth to refit and water ; and on the 13th of November it again put to sea to cruize off the Maderias, in order to intercept the Spanish register ships.

By the death of Lord Anson, which happened on the 6th of June, the Earl of Halifax was made first lord of the admiralty ; and on the 16th of October, the honourable George Grenville succeeded him in that office.§ On the 21st of October, there was a promotion of flag officers, when the list of admirals stood as follows :

* Appendix, Chap. II. No. 142.

† The present Admiral Sir Thomas Paisley, Bart.

‡ Appendix, Chap. II. No. 143.

§ Appendix, Chap. IV. No. 1.

Sir William Rowley, K. B.	Admiral of the Fleet.	A.D.
Isaac Townsend, Esq.		1762
*Henry Osborne, Esq.	} Admirals of the White.	
Thomas Griffin, Esq.		
†Sir Edward Hawke, K. B.		
Charles Knowles, Esq.		
Hon. John Forbes,	} Admirals of the Blue.	
Sir George Pocock.		
Hon George Townsend,	} Vice-Admirals of the Red.	
Francis Holbourne, Esq.		
Thomas Cotes, Esq.		
Thomas Frankland, Esq.		
Lord Harry Powlett,	} Vice-Admirals of the White.	
Harry Norris, Esq.		
Thomas Brodrick, Esq.		
Sir Charles Hardy, Knt.		
George Earl of Northesk.		
Sir Charles Saunders, Knt.	} Vice-Admirals of the Blue.	
Thomas Pye, Esq.		
Philip Durell, Esq.		
Samuel Cornish, Esq.		
Francis Geary, Esq.		
†Geo. Bridges Rodney, Esq.		
Edward Duke of York.		

The following captains were promoted to their flags:

Sir William Burnaby, Knt.	} Rear-Admirals of the Red.	
James Young, Esq.		
Sir Piercy Brett, Knt.		
§John Moore, Esq.		
Richard Tyrell, Esq.	} Rear-Admirals of the White.	
Alexander Lord Colvill,		
Sir James Douglas, Knt.		
William Gordon, Esq.		
George Lord Edgecumbe,	} Rear-Admirals of the Blue.	
Robert Swanton, Esq.		
Samuel Graves, Esq.		
Hon. Augustus Keppel.		

* Appointed Vice-admiral of Great Britain, in the room of Lord Anson.

† Appointed Rear-Admiral of Great Britain, in the room of William Rowley.

‡ Created a Baronet January 21, 1764.

§ Created a Baronet March 10, 1766.

A.D. 1762 The cruizers on the Downs station, under Commodore John Moore, were chiefly employed in keeping a sharp look out on the Dutch, who, contrary to treaty, persisted in supplying the enemy with naval and warlike stores. The States General expressed much displeasure at the British cruizers, for having detained and searched several of their ships. In order to prevent it in future, they equipped some men of war for the protection of their trade. In the month of September, the Hunter sloop of war, Captain James Fergusson,* fell in with four Dutch merchant ships, escorted by a frigate of 36 guns. Captain Fergusson, agreeable to his orders, sent a boat to examine one of the merchantmen; but the captain of the Dutch frigate interposed, and would not suffer it. The Hunter not being sufficiently strong for Captain Fergusson to enforce the execution of his orders, he proceeded to the Downs to inform Commodore Moore of what had happened. The commodore instantly dispatched Captain Adams, in the Diana, with the Chester, of 50 guns, the Hunter and Tryal sloops, in pursuit of them, with orders to use force, if they persisted in not being searched. The next day Captain Adams came up with the convoy, and informed the captain of the Dutch frigate, that he must examine the merchantmen, to see with what they were laden; who replied, that he would not suffer such indignity to be offered to the States, but defend the ships committed to his care; and immediately fired at the boats which were sent to board the merchantmen. Upon this Captain Adams fired a shot across the frigate, which was returned by a broadside; a smart action commenced, which terminated in a quarter of an hour, by the Dutchman striking his colours, with the loss of four men killed, her captain and four wounded. She was brought into the Downs with her convoy, which were found to be laden with naval stores for the French, and detained; the frigate was permitted to return to Holland.

The Terpsichore, of 26 six pounders, and 160 men, commanded by Captain John Ruthven, fell in with, and after an obstinate engagement, captured the Marquis de Marigny, of 20 nine pounders, from Bourdeaux, bound to St. Domingo. The enemy had nine men killed, and eighteen wounded. The Terpsichore had five men killed; Captain Ruthven, and sixteen wounded.

* Afterwards Lieutenant Governor of Greenwich Hospital.

The Brilliant and Duke of York privateers being on a cruize off Cape Finisterre, gave chase to some Spanish vessels, which took shelter in a small bay near the cape, defended by a battery of four guns. The privateers stood boldly in, attacked the battery, and in two hours drove the Spaniards from their guns; they then landed, hoisted British colours, spiked up the guns, burnt two ships that were in ballast, and proceeded to sea, taking with them four others laden with wine for the Spanish fleet at Ferrol. This service was performed with the loss of only two men killed, and twelve wounded.

A.D.
1762

Commodore Young, who commanded a small squadron in the channel, was chiefly employed to watch the enemy's principal posts, and to prevent any naval stores from being transported in their prames and small craft, from Havre de Grace to Brest; some of these vessels he drove on shore, and destroyed near the river Orne, and compelled others to seek shelter in that river, where they remained blocked up.

On the 3d of November, the preliminaries for a peace between Great Britain, France, and Spain, were signed at Fontainbleau.

MEDITERRANEAN.

On the breaking out of the Spanish war, Sir Charles Saunders was reinforced by several ships of war sent from England, under the command of Sir Piercy Brett.* One of the cruizers captured a rich Spanish ship from Barcelona, having on board 100,000 dollars. The Active frigate, Captain Sawyer, and the Favourite sloop of war, Captain Pownall, were still more fortunate: these ships being on a cruize off Cadiz, on the 21st of May fell in with, and captured, without resistance, the Hermione, a large Spanish register ship from Lima. She was the richest prize made during the war: the nett proceeds of her cargo, after paying all charges, amounted to 519,705*l.* 10*s.* which was distributed in the following manner, viz.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
To the admiral and commodore, -	64,963	3	9
The Active's share.			
To the captain, -	65,053	13	9
To three commissioned officers, at	39,014	2	3
13,004 <i>l.</i> 14 <i>s.</i> 1 <i>d.</i> each, -			

* Appendix, Chap. II. No. 144.

A.D.		<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
1762	To 8 warrant officers,	4,336	3	2 each,	34,689	5	4	
	To 20 petty officers,	1,806	10	10 each,	36,130	17	8	
	To 150 seamen and marines, - - -	485	5	4 each,	76,132	13	0	
Total Active's share,					£ 251,020	12	0	
Favorite's share.								
	To the captain,	-	-		64,872	13	9	
	To 2 comm. officers,	12,974	10	9 each,	25,949	1	6	
	To 7 warrant officers,	4,324	10	11 each,	30,273	8	5	
	To 16 petty officers,	1,802	0	4 each,	28,832	6	3	
	To 110 seamen and marines, - - -	484	2	5 each,	53,253	14	4	
Total Favorite's share,					£ 203,181	4	3	
Total Active's ditto,					251,020	12	0	
Admiral and Commodore,					64,963	3	9	
Sum total distributed to the captors					£ 519,165	0	0	

The Active being entitled to the whole bounty money, makes a difference in the shares between the ships.

The treasure was conveyed from Portsmouth to London in twenty waggons, decorated with the British colours, flying over those of Spain, and escorted by a party of sailors: at Hyde-park-corner they were joined by a troop of light-horse, and proceeded through the city amidst the acclamations of the people, to the Tower.

On the 23d of July, Captain Clements, in the Pallas, of 36 guns, was attacked in Cadiz bay by two large Spanish Xebèques, one of 32 guns, and the other of 24. Captain Clements would have brought them both off in triumph, had not a ship of the line pushed out to their assistance, which compelled the Pallas to sheer off.

On the 23d of October, Captain Tonyn, in the Brune, of 32 guns, being on a cruize off Carthagenæ, after an obstinate engagement, captured the Oiseau French frigate, of 26 guns, and 240 men, 49 of whom were either killed or wounded; among the latter was her commander, the Chevalier de Modene, who lost his right arm. The Brune had six men killed; Captain Tonyn and 13 wounded. The Oiseau was added to the navy. In

A.D.
1762

In the month of November, Captain Clarke, in the *Sheerness*, of 24 guns, being closely pursued by five French ships of war, took refuge in Villa Franca bay. One of the enemy's ships, *La Minerve*, continued the pursuit; and, by way of bravado, ran in between the *Sheerness* and the land, and attempted to anchor; in doing of which, she was driven upon the rocks, and the sea running very high, was soon dashed to pieces; the other four stood in to her assistance; but not until Captain Clarke, who, with the greatest humanity, had sent his boats, and saved the greater part of her crew; twenty-five only perished. For this benevolent act, the French commodore went on board the *Sheerness* to thank Captain Clarke for the relief he had offered his distressed countrymen.

The *Hampden* packet, of eight guns and thirty men, commanded by Captain Board, on her passage from Faro to Gibraltar, was attacked near the Straits, by eleven small Spanish privateers. The commodore was in a *barco longo*, mounting eight guns and 60 men; the second, a *xebeque* of the same force; five lesser ones, and the others with a single gun each in her prow. The action continued from eleven o'clock in the forenoon, until half past one; when the Spaniards hauled their wind, and made off in shore. The *Hampden* had not a man hurt, and got into Gibraltar bay about three the same day, with her sails and rigging much cut.

NORTH AMERICA.

The French squadron, which it has already been observed, escaped out of Brest under M. de Ternay, on the 24th of June, entered the harbour of St. John's, in the island of Newfoundland. M. de Hauffonville landed with 1500 men, when the place surrendered without opposition. The *Gramont* sloop of war, which was lying in the harbour, and several merchant vessels, fell into the enemy's hands.

A detachment of French troops was sent to take possession of Trinity, the bay of Bulls, and the island of Carbonere, where they destroyed all the fishing stages, and did considerable damage. In the mean time M. de Hauffonville was putting the fort at St. John's in the best possible state of defence; and threw a boom across the entrance of the harbour.

A. D. 1762 Captain Thomas Graves, who was at this time governor of the island, and lying in the harbour of Placentia, in the *Antelope*, was no sooner made acquainted with the arrival of the French squadron, and that they had landed a body of troops, than he dispatched the *Syren* frigate with the intelligence to Lord Colvill at Halifax. His lordship lost no time in collecting his force, and sailed to its relief.* He joined Captain Graves off Placentia, and proceeded from thence off St. John's harbour, where he arrived on the 25th of August, and blocked up M. de Ternay. On the 11th of September, Colonel Amherst joined the commodore with a body of troops from Louisbourg; a landing was immediately effected in Torbay, about three leagues from St. John's; the enemy made an attempt to oppose it, but were repulsed with some loss, and retired into the fort of St. John's. On the 16th, a strong westerly wind, attended by a thick fog, forced Lord Colvill from his station before the harbour; of which M. de Ternay availed himself, slipped his cables, and stood to sea.

On the 18th, M. de Haussenville finding that he was deserted by the French squadron, and that it was impossible to hold out any longer, offered terms of capitulation; which being accepted, the French became prisoners of war; and the whole island fell again into the possession of the British.

The *Harriot* packet, on her passage from New York to Falmouth, was attacked by a French privateer double her force, which she obliged to sheer off. The captain of the *Harriot* was presented with a hundred guineas, and given the command of a Lisbon packet as a reward for his bravery.

The Spanish war created a great spirit of enterprize amongst private adventurers; the most remarkable that occurred, was an expedition planned and undertaken by some rich merchants, in conjunction with the Portuguese, against the Spanish settlement of Buenos Ayres. For this purpose they purchased from government two ships of war, the *Kingston*, of 50 guns, which they named the *Lord Clive*, and the *Ambuscade* frigate. The command of the expedition was conferred on Captain Macnamara, an officer of merit and experience, formerly a commander in the service of the East-India Company.

* Appendix, Chap. II. No. 145.

So soon as these ships were ready they sailed for Lisbon, A.D. 1762 where they were joined by two Portuguese men of war and five vessels, laden with stores and provisions*. On the 30th of August this armament took its departure from the Tagus; and on the 2d of November entered the river de la Plata: here they captured a Spanish armed schooner, whose crew informed Captain Macnamara that the Spaniards had already commenced hostilities, and taken the Portuguese settlement of Nova Colonia. It was therefore determined to recover this place before the Squadron should proceed against Buenos Ayres. On the 17th of December, when the ships came in sight of it, they discovered two large Spanish frigates at anchor close under the fort. The pilots having refused to carry the ships high enough up to attack the enemy; the commodore, on the night of the 24th, made an attempt with the boats to cut the frigates out, but was repulsed with some loss. He began to give up all hopes of success against this place, and dropped down the river in order to attack Monti Video; in the mean time a small Portuguese vessel arrived with dispatches for the commodore, whose master was an excellent pilot for the river, and offered to carry the ships within pistol-shot of Nova Colonia. The commodore readily accepted this offer, and again stood up the river with the Squadron. On the 6th of January 1763, the Lord Clive and Ambuscade brought up against the batteries and frigates; a furious cannonade commenced and continued with great obstinacy from noon till five in the evening; when the fire from the enemy's batteries began to slacken, and victory seemed on the point of deciding in favour of the assailants. At this moment the Lord Clive, by some unknown accident took fire, and the flames raged with so much violence, that every effort to extinguish them proved ineffectual, and she blew up with a dreadful explosion. Her brave commander and the whole crew, excepting 78, perished. By this time the Ambuscade was so much crippled that she was incapable of rendering any

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
* Lord Clive	- 50	- 350	Captain Macnamara
Ambuscade	- 38	- 200	— Roberts
Gloria	- 36	- 200	} Portuguese
A Snow	- 16	- 110	

On board of these vessels were 500 troops.

A.D. 1762 assistance to her unfortunate companions, and no longer able to oppose the enemy; Captain Roberts cut his cable, and retired out of the reach of shot. After having repaired the damages he had sustained in the action, he proceeded to Rio Janario.

Thus terminated an expedition, which on the outset had the most flattering prospect of success.

The humanity and benevolence with which the Spaniards treated those of the unfortunate crew of the Lord Clive, who had escaped the flames and swam to the shore ought ever to be held in remembrance. They considered them no longer as enemies, who came to plunder and destroy their settlement; but treated them with the greatest tenderness, and furnished them with clothes and every necessary refreshment.

LEEWARD ISLANDS.

On the 5th of January Rear-Admiral Rodney sailed from Carlisle bay, Barbadoes, with a strong squadron of ships of war and a large fleet of transports, having on board 13,965 land forces, under the command of Major-General Monckton, destined for the attack of Martinico; at the same time Commodore Swanton was detached with five sail of the line to destroy the enemy's batteries, and to make a diversion in Fort Royal bay*. On the 8th the Admiral anchored the fleet in St. Anne's bay, where a large body of troops were landed and batteries erected. It was soon after found that this situation was by no means likely to make any effectual impression on the enemy. The admiral and general therefore determined to alter their plan of operations, reembarked the troops and proceeded to Fort Royal bay; on the 16th the troops were landed, together with a detachment of seamen, who drew the heavy artillery with great perseverance and undaunted courage over steep mountains, often exposed to a galling fire from the enemy's batteries. The siege of Fort Royal continued until the 4th of February, when it surrendered; and on the 16th the whole island was in possession of the British. The loss sustained on this expedition did not amount to more than 506 men. The *Raisonable*, of 64 guns, struck on a reef of rocks when standing in to attack a battery,

* Appendix, Chap. II. No. 146.

and was lost, her crew, stores, and guns were saved. A.D. 1762
Major Gates* and Captain Darby were sent home with the news of the surrender of Fort Royal; they were each presented with 500l. to buy a sword.

The islands of St. Lucia, Granada, and St. Vincent, were soon after captured by Commodore Swanton and the honourable Captain Harvey.

On the 8th of March the French squadron, under M. de Blenac, that had escaped out of Brest with 3000 troops on board, for the relief of their West-India islands, appeared off La Trinité, on the weather-side of Martinique. The French admiral no sooner was informed of the fate of this and the other islands, than he bore away for St. Domingo. The moment Admiral Rodney heard of the arrival of the French squadron, he collected his ships and went in quest of it; but their destination being soon after made known to him, he hastened his return to Martinique, where he found a small vessel, which had been dispatched from Lisbon by Captain George Johnstone†, of the *Hornet* sloop of war, to inform the admiral of the rupture between Great Britain and Spain, which was confirmed by the capture of a Spanish packet-boat, charged with similar dispatches to the governors of their settlements in the West-Indies. A strong Spanish squadron having also arrived at the Havannah; which Admiral Rodney was apprehensive might join that under M. de Blenac, determined him to proceed immediately with the greater part of his fleet to the relief of Jamaica. On the 26th of March, just as the admiral was on the point of sailing from St. Christophers, Captain Elphinstone, in the *Richmond* frigate, arrived from England with orders for him and the general to suspend all further operations until the arrival of Admiral Sir George Pocock, with whom they were to act in conjunction upon a grand and secret expedition. Notwithstanding these orders, Admiral Rodney considering Jamaica to be in some danger from the strength of the united fleets of the enemy, detached Sir James Douglas with several ships of war to reinforce the

* This officer was afterwards a general in the American service, and commanded at Saratoga.

† The late Commodore Johnstone, who commanded in Port Praya bay, when attacked by the French squadron under M. de Suffren in the year 1781.

A. D. 1762 Squadron at Jamaica, and to prepare it for the arrival of Sir George Pocock; he sent another Squadron under Commodore Swanton to cruize off the Spanish main, and returned himself to St. Pierres Martinique*.

On the 20th of April Sir George Pocock arrived in the Namur at Barbadoes, after a long and tempestuous passage. On the 24th he sailed, and on the 26th joined Rear-Admiral Rodney at Martinique. On the 6th of May Sir George Pocock and the Earl of Albemarle having completed their arrangements for the expedition against the Havannah, sailed from Martinique, leaving a sufficient Squadron under the command of Rear-Admiral Rodney, for the protection of the Leeward island†. This expedition falling under the occurrences at Jamaica, we shall now proceed to the operations on that station.

JAMAICA.

Commodore Forrest, who commanded on this station, received early information of the arrival of M. de Blenac at Cape Francois, by Captain Carteret, of the Merlin sloop of war, who fell in with the French Squadron in the night, when he was on a cruize off the Cape. By a masterly manœuvre Captain Carteret so effectually deceived the enemy as to make him believe the British Squadron was in sight and in pursuit. This created so much confusion on board the French ships, that in their eagerness to secure a retreat, one of their ships (the Dragon) of 64 guns, in entering the cape, struck on a sand-bank and was totally lost. Commodore Forrest's anxiety for the safety of Jamaica was soon relieved by the arrival of Sir James Douglas with nine sail of the line.

On the 3d of April Captain Carket, in the Hussar frigate, attacked four large French armed ships, which had taken shelter under a fort in Tiberoon bay. He burnt one of 16 guns, sunk another of 16 guns, and cut out two, one of 16, the other of 12 guns, laden with indigo and flour. The Hussar had one man killed, and 12 wounded; the enemy had 17 men killed, and 35 wounded. In May the Hussar being on a cruize off Hispaniola,

* Appendix, Chap. II. No. 147.

† Appendix, Chap. II. No. 148.

struck

struck upon a rock and was lost, her crew, excepting three, was saved. A.D. 1762

On the 8th of May Admiral Pocock was joined in the Mona Passage, by the Squadron under the honourable Captain Harvey, who was cruizing to block up M. de Blenac in Cape Francois; and on the 23d of the same month by that under Sir James Douglas from Jamaica. The admiral having now collected his whole force, which consisted of above two hundred sail*, came to the resolution of sailing through the old straits of Bahama, as the most expeditious, although the most intricate and hazardous passage. To avoid accidents as much as possible, he directed boats or vessels to lye upon the most dangerous shoals on each side, and formed his fleet into seven divisions, each to be led by a ship which wore a distinguishing pendent. Captain Elphinstone, in the Richmond frigate, who had been through the straits, and had made very accurate remarks on the land, and Cayos, was ordered to lead the fleet, which service he performed with much skill and judgment. On the 2d of June, the Alarm and Echo being a head gave chase to five sail. At two in the afternoon the Alarm came up with two of them, and after an action of three quarters of an hour compelled them to strike. One proved to be the Thetis, a Spanish frigate of 22 guns and 180 men; ten of whom were killed, and 14 wounded. The other, the Phoenix, a storeship armed for war, mounting 18 guns and 75 men. The Alarm had seven men killed and 10 wounded. The Echo took a brig and schooner.

On the 6th of June the fleet brought to about six leagues to the eastward of the Havannah, when the admiral issued out his orders to the captains of the ships of war and the masters of the transports, relative to the mode to be observed in landing the troops. The superintendence of this important service was entrusted to Commodore Keppel, who had with him six ships of the line and several frigates, &c. At day-light, on the morning of the 7th, the troops were all in the flat boats ranged in three divisions. The center under the conduct of the honourable Captain Harvey; the right wing under the Captains Barton and Drake; the left under the Captains Arbuthnot and Jekyl; and a

* Appendix, Chap. II. No. 149.

D.A. reserve under Captain Wheelock. A body of the enemy
 1762 appearing on the shore to oppose the landing of the troops, the commodore ordered the Mercury and Bonetta to scour the beach, which they completely effected, and the troops were landed without opposition. A more considerable body of the enemy shewing a disposition to dispute the passage of the Cozemar river, the commodore directed Captain Harvey in the Dragon to proceed against a battery at the entrance of that river, which he soon silenced and dispersed the enemy. A detachment of seamen and 800 marines were landed to co-operate with the army in prosecuting the siege. On the 1st of July the admiral ordered the Dragon, Cambridge, and Marlborough to attack the Moro; and in order to draw off the enemy's attention from these ships, the Stirling Castle was directed to lead in until the first ship should be placed, and then to make sail and stand out to the fleet; but Captain Campbell, her commander, having neglected to execute this service in conformity to the orders he had received, was the cause of the Dragon getting aground, by which accident she became for some time exposed to a heavy fire from the enemy, and was with great difficulty got afloat. After the siege Captain Campbell was tried by a court-martial, and sentenced to be cashiered. The Dragon, Cambridge, and Marlborough, sustained a furious cannonade from eight in the morning until three in the afternoon; when they were obliged to retire in a most shattered condition. Captain Goostrey, of the Cambridge, fell early in the engagement; his place was ably supplied by Captain John Lindsey, of the Trent frigate. The loss on board of each ship was as follows, viz.

<i>Ships.</i>	<i>Killed.</i>	<i>Wounded.</i>
Cambridge - -	24 - -	95
Dragon - -	16 - -	37
Marlborough - -	2 - -	8
	—	—
Total -	42	140
	—	—

On the 30th of July a practicable breach was made in the Moro castle, and it was on the same day resolutely carried by storm, with so inconsiderable a loss as only two officers and thirty men; the slaughter among the Spaniards was immense. Don Louis de Valasco, captain of a ship of war,

war, and governor of the fort, made a most gallant defence; he was mortally wounded, and his second, the Marquis de Gonzales was killed. His Catholic Majesty to commemorate the fate of the brave Don Valasco, created his son Viscount Moro, and directed that for ever after there should be a ship in his navy called the Valasco. A.D. 1762

On the 11th of August the Spaniards hung out flags of truce from the town, fort Le Puntal, and the admiral's ship. On the 13th the capitulation was signed, and on the following day the British were put in possession of the Havannah. The money, valuable merchandize, with the military and naval stores, which were found in the town and arsenal, amounted to near 3,000,000*l.* sterling. By the reduction of this place the Spanish navy received a severe blow. Nine sail of the line were taken in the harbour fit for sea; two on the stocks, which were burnt by our people, and three others were sunk at the entrance of the harbour with a large galleon*. This important conquest was not acquired without a considerable loss on our part, the killed, wounded, missing, and those who died by sickness, which raged to a great degree, during and after the siege, amounted to above 1790 officers and men, exclusive of those who fell a sacrifice to the unwholesomeness of the climate on board the fleet.

Sir George Pocock sent home the honourable Captain Harvey in the Dragon with his dispatches; and Captain Nugent was entrusted with those from the Earl of Albemarle. Captain Harvey on his passage took a French ship valued at 30,000*l.*

During the siege the Defiance and Hampton Court took out of Mariel harbour two Spanish frigates, the Vengeance of 26 guns, and the Marté of 18 guns.

On the 24th of July the Chesterfield of 40 guns, and four transports, having on board troops to reinforce the army from North America, was lost on Cayo Comfite; the seamen and soldiers were saved by the Richmond and some of the transports.

The distribution of the prize-money for the capture of the Havannah, was by no means made conformable to the established rules hitherto observed. The inferior officers, seamen, and soldiers, received a very unequal and undue

* Appendix, Chap. III. No. 7.

A.D. 1762 reward for the bravery they had shewn, and the hardships they had endured on so perilous and fatiguing a service, as will be seen by the following statement:

Abstract of the prize-money paid to the navy at five separate payments.

<i>Officers and Seamen.</i>		<i>Sum.</i>					
		<i>l.</i>	<i>s.</i>	<i>d.</i>			
To the Admiral	-	122,697	10	6	To each.		
Commodore	-	24,539	10	1	<i>l.</i>	<i>s.</i>	<i>d.</i>
42 captains	-	67,225	0	11 $\frac{1}{4}$	1600	10	10
183 lieutenants	-	42,944	2	8	234	13	3
363 warrant officers	-	42,944	2	8	118	5	11 $\frac{1}{4}$
1303 petty officers	-	22,494	10	11	17	5	3
12,100 seamen and marines	}	45,247	13	7	3	14	9 $\frac{1}{4}$
Total	-	368,092	11	5			

To the Army.

<i>Officers and Privates.</i>		<i>Sum.</i>					
		<i>l.</i>	<i>s.</i>	<i>d.</i>			
To the General		122,697	10	6	To each		
Lieut. Gen. Elliot		24,539	10	1	<i>l.</i>	<i>s.</i>	<i>d.</i>
2 major generals		13,633	1	1	6816	10	6 $\frac{1}{2}$
7 brigadier generals		13,633	1	1	1947	11	7
51 field officers		28,692	8	5	564	14	6
185 captains		34,082	12	10 $\frac{1}{4}$	184	4	7 $\frac{1}{4}$
599 subalterns		69,528	11	11	116	3	0 $\frac{1}{4}$
763 serjeants		6,816	10	6 $\frac{1}{2}$	8	18	8
749 corporals		5,112	7	10 $\frac{1}{2}$	6	16	6
12,100 privates		49,419	16	8 $\frac{3}{4}$	4	1	8
Total	-	368,092	11	1 $\frac{1}{4}$			

On the 3d of November Sir George Pocock with a part of the Squadron*, and about 50 transports, sailed from the Havannah for England, leaving the remainder under the command of Rear-Admiral Keppel. The Admiral had a tolerable passage, until he was within 200 leagues of the channel, when the wind veered to the eastward, and increased to a violent storm, which continued several days and dispersed the fleet. The Temple and twelve trans-

* Appendix, Chap. II. No. 149.

ports foundered, their crews were fortunately saved by the ships in company. The Devonshire and Culloden had nearly shared the same fate, they were obliged to throw overboard most of their guns; after encountering many difficulties and dangers, they reached the harbour of Kinsale in company with the San Genaro, one of the Spanish prizes. A.D. 1762

The fate of the Marlborough was still more deplorable: two days after the fleet had passed the gulph of Florida, she parted company; and being overtaken by a violent storm, the leaks, which were considerable before, increased to such an alarming degree, that Captain Burnet ordered many of the guns to be thrown overboard, and the anchors to be cut away. All this proved ineffectual, the water still gained upon them; and the crew, exhausted with fatigue and sickness, were with difficulty prevailed upon by their officers to work the pumps; however, by the greatest exertions, they persevered and kept her afloat until the 29th of November, when they were providentially rescued from their perilous situation, by the appearance of the Antelope, which was on her passage from Newfoundland with a convoy to Lisbon. Captain Graves immediately bore down, and finding the miserable condition the Marlborough was in, he took out her crew, and destroyed the ship.

Rear-Admiral Keppel cruized off the Havannah and Hispaniola with great success; the whole of a French convoy, escorted by four large armed ships, were captured off Cape Francois. His cruizers also made several valuable captures.

Captain Joseph Mead,* in the Fowey, of 20 guns, and 130 men, being on a cruize off Cape Tiberoon, fell in with, and after a severe and obstinate engagement, captured the Ventura, a Spanish frigate of 26 guns, and 300 men, 40 of whom were killed, and many wounded. The Fowey had 10 men killed, and 24 wounded.

On the 29th of October, the Basilisk bomb-ketch of eight guns, and fifty men, after a bloody contest, was captured by the Audacieuse French privateer, of 18 guns, and 140 men. Captain Lowfield and his lieutenant, with a great number of his crew, were killed.

Captain Peter Clarke, in the Ferret sloop of war, at-

* Captain Mead was the author of a Treatise intitled "An Essay on Currents at Sea."

A. D. 1762 tacked a large Spanish ship of 40 guns, which had taken shelter in a bay in the island of Porto Rico; after a smart action, which lasted two hours, he obliged her to strike: she proved a most valuable prize, bound to Cadiz from the Caraccas. For this gallant action, Captain Clarke was made post.

EAST-INDIES.

In the month of June, the Argo frigate arrived at Madras from England: Captain Richard King, her commander, brought out intelligence of hostilities having commenced against Spain; and orders for Vice-Admiral Cornish to proceed with the utmost dispatch to the attack of Manilla. Colonel Draper* was sent out to command the land forces. The admiral immediately dispatched the Seahorse, Captain Grant, to cruize off the Philippine islands, in order to intercept all vessels that might be bound to Manilla. In the course of three weeks the troops were all embarked, and every thing ready for this important enterprize. On the 29th of July, Commodore Teddiman sailed with the first division of the fleet; and on the 1st of August the admiral followed with the remainder,† except the Falmouth, which was left at the request of the presidency of Madras, to convoy the Essex Indiaman, she having on board the treasure for the China ships.

On the 19th, the fleet anchored at Malacca, where it took on board water and refreshments. On the 27th it sailed; and on the 23d of September it arrived in Manilla bay, to the great surprize of the Spaniards, who had not yet heard of the war, and were ill prepared for so sudden an attack.

The next morning the town was ineffectually summoned; it was therefore resolved to make an immediate descent. The Argo, Seahorse, and Seaford frigates, were ordered to anchor close in shore, to cover the landing of the troops; which, in the course of the evening was effected with some difficulty, under the direction of the Captains Parker, Kempenfelt,‡ and Brereton, through a most violent surf, by which many of the boats were dashed to pieces, a quantity of arms and ammunition damaged; but fortunately no lives

* The late Sir William Draper, K. B.

† Appendix, Chap. II. No. 150.

‡ The late gallant admirals Sir Hyde Parker and Kempenfelt.

were lost. The enemy had collected in force to oppose the landing; but the well-directed and brisk cannonade from the frigate, soon compelled them to retire. The troops reinforced by 274 marines, landed and formed on the beach without molestation. On the 26th, a battalion, composed of 632 seamen, was landed to co-operate with the army under the command of the Captains Collins, Pitchford,* and Ourry. On the 29th, in order to divide the enemy's attention, and second the operations of the army, the admiral ordered the Elizabeth and Falmouth to anchor as close to the town as the depth of water would permit, and to enfilade the part proposed to be attacked. Although the water was too shoal for the ships to approach near enough, their shot had the desired effect; throwing the inhabitants into the greatest terror and confusion. A. D.
1762

On the 1st and 2d of October, it blew a most violent storm, attended by torrents of rain, which endangered the whole squadron. The South Sea Castle store-ship was driven ashore, fortunately without being materially injured; and in such a situation as proved extremely useful; her broadside enfiladed the beach, which enabled her to land the intrenching tools, stores, and provisions (with which she had lately arrived) without molestation. By the united efforts of the sea and land forces, the siege was carried on with the greatest spirit and activity. The enemy made several desperate attempts to storm our batteries and intrenchments; but were each time repulsed with a dreadful carnage; as the forces they employed on this service were chiefly composed of Indians, armed only with bows and arrows, who, with a savage ferocity, rushed on to the very muzzles of our pieces, and died like wild beasts, gnawing the bayonets.

On the 5th, a practicable breach was made in the enemy's works; and the next morning at day-break the fort was carried by storm. The governor and principal officers retired to the citadel, which being in a defenceless state, they were soon obliged to surrender. To save the city from being pillaged, the inhabitants entered into an agreement to ransom it for four millions of dollars. One million sterling was to be assigned to the East-India Company, for

* The present Admiral Cornish.

A. D. the aid they afforded on the expedition; and the following
1762 was the only sum ever distributed to the captors:

	<i>l.</i>	<i>s.</i>	<i>d.</i>
To the admiral, general, and commodore,	14,120	12	9
To the captains of the navy, and field officers in the army, each	1,539	0	8
To the lieutenants and masters of the navy, and captains of the army, each	165	4	8
To the warrant officers of the navy, and subalterns of the army, each	89	0	5
To the petty officers of the navy, and non-commissioned officers in the army, each	30	1	0
To the seamen and soldiers, each	6	0	0

Several large ships were taken in the harbour; and a considerable quantity of naval and military stores were found in the royal magazines, which enabled the admiral to refit the fleet, now become in a most reduced and crippled condition.

The loss sustained during the siege was very inconsiderable, when compared with the hardships and fatigue to which the troops and seamen were constantly exposed. Four officers were killed, five wounded, and two drowned. Twenty-eight seamen and soldiers were killed, one hundred and six wounded, and eleven drowned.*

Captain Richard Kempenfelt† was appointed to act as governor of the citadel of Cavite; and was afterwards entrusted with the admiral's dispatches to England.

The colours taken at Manilla, at the request of General Draper, were hung up in the chapel of the college at Cambridge, of which he was a member. His Majesty made him a knight of the Bath; and Admiral Cornish was created a baronet of Great Britain: they also received the thanks of both houses of parliament.

* Officers killed.—Major Moore, Captain Strachan, 79th regiment—Lieutenant Porter of the Norfolk—Lieutenant Fryar, killed by the Indians when conducting the Spanish Governor's Secretary into the town with a flag of truce.

Commodore Teddeman drowned the day after the surrender of Manilla, in attempting to cross the bar of the river in his barge.—Lieutenant Hardwicke, of the company's troops, drowned in the landing.

† Lost in the Royal George at Spithead in the year 1782, then rear-admiral of the blue.

During

A.D.
1762

During the siege, Admiral Cornish received intelligence that the galleon *St. Philipina*, was on her passage from Acapulca to Manilla. The *Panther* and *Argo* were instantly sent in quest of her. On the 30th of October Captain Parker discovered a large sail off the island of Capul, and gave chase. A rapid and adverse current obliged the *Panther* to anchor; but the *Argo* got alongside of her, and after a smart action of two hours, Captain King was compelled to sheer off to repair his damages. At nine the next morning the *Panther* came up with the chase, and engaged her within musket shot until eleven, when she struck, and proved to be the *Santissima Trinidad*, which had sailed from Manilla on the first of August, bound to Acapulca; but having encountered a heavy storm, was dismasted, and on her return to refit. She was pierced for sixty guns, but had only thirteen mounted, and eight hundred men. The money and merchandize found on board were estimated at three millions of dollars. In the mean time the *Philipina* had arrived at Palapa, a port on the island of Samar. The governor and principal merchants of Manilla entered into an agreement with Admiral Cornish and General Draper, that the galleon should be given up to the English, with all her treasure and plate on board, provided they might be allowed to take out of her as much money as would pay off the remainder of the four million of dollars which was due for the ransom of the city. The admiral and general having acceded to this proposal, the *Argo* and *Seaford* frigates were dispatched to Palapa, with a deputation from the governor of Manilla, ordering the general of the galleon to deliver her up to the English. The captains of the frigates used every effort for three months to beat through the Straits of Embocadero, against a strong N. E. monsoon, during which time they encountered very tempestuous weather; and were frequently in imminent danger of being lost. They were at length obliged to bear away for Manilla without effecting their purpose, in a most shattered condition, and in great want of provisions.

Soon after Admiral Cornish sailed for the coast of Coromandel, leaving the *Falmouth* and *Seaford* for the protection of Manilla; and with orders for Captain Brereton to sail for Palapa to take possession of the galleon so soon as the season would permit. This commission never appears to have been executed, as nothing more was ever heard of the cargo of the *Philipina*; and the Spanish government re-

A.D. refused to pay the two million of dollars due for the ransom.
 1762 In future it ought to be a lesson for British commanders on such occasions to be cautious how they take hostages.

Captures made during this year.

1763	Taken from the enemy	-	-	120
	The supplies granted by Parliament for the current year were as follows:			
	For 30,000 seamen, including marines and ordnance for sea service	-		
	For the ordinary of the navy, including half-pay to sea and marine officers			
	Towards the buildings, rebuildings, and repairs of his majesty's ships	-		
	Towards completing the naval hospital at Plymouth	-	-	-
	Towards the support and relief of seamen who cannot be provided for within the royal hospital at Greenwich	-	-	-
	Total supplies for the navy	-		

	<i>l.</i>	<i>s.</i>	<i>d.</i>
1,560,000	0	0	
380,661	3	11	
100,000	0	0	
3,000	0	0	
10,000	0	0	
2,043,661	3	11	

The total supplies for this year amounted to 14,199,375*l.* 16*s.* 6*d.*

The preliminaries of a general peace, which had been signed at Fontainbleau in the preceding November, were ratified on the 10th of February of this year, and proclaimed in London on the 22d. The complement of men for the sea service was reduced to 16,000, including 4217 marines. The fleets on foreign stations were ordered home, and the whole paid off; about twenty sail of the line were recommissioned as guardships; and the officers appointed to command his majesty's squadrons were as follows, viz. At Portsmouth, Vice-Admiral Holbourne; at Plymouth, Vice-Admiral Pye; in the Mediterranean, Commodore Thomas Harrison; North America, Rear-Admiral Lord Colvill; at Newfoundland, Commodore Palliser; at the Leeward islands, Rear-Admiral Sir William Burnaby*; Jamaica, Rear-Admiral Richard Tyrell; Africa, Captain Archibald Cleveland; and in the East-Indies, Commodore Tinkert†.

* Created a baronet 24 October, 1767.

† Appendix, Chap. II. No. 151. Chap. I. No. 17. State of the Navy, and Chap. III. No. 7 and 8, the loss sustained by each power at war. For the list of flag officers, as it stood at the peace, see 1762, page 369.

The following are the articles of the treaty of peace A.D. 1763
most connected with maritime events :

Great Britain gained the whole province of Canada, with the islands of St. John's and Cape Breton, and all that part of Louisiana which is on the east-side of the river Mississippi, the town of New Orleans excepted, and the free navigation of that river.

Great Britain to keep the islands of Grenada, the Grenadine, and the neutral islands of St. Vincent, Dominica, and Tobago.

To keep Senegal on the coast of Africa.

Great Britain to have the island of Minorca, in the same condition as when conquered.

France in return had liberty to fish in the Gulph of St. Lawrence; but not within three leagues of the continent, or islands belonging to Great Britain; and out of the Gulph, not within fifteen leagues of the island of Cape Breton. The right of drying their fish on no other part of the coast of Newfoundland but Cape Bona Vista to the northward, and from thence down the western-side, as far as Point Riche. The islands of St. Pierre; and Miquilon, were ceded to France, as a shelter for their fishermen, on condition that no fortifications, or other buildings were to be erected thereon, but for the convenience of the fishery.

France had restored to her Martinico, Guadaloupe, Margalente, and St. Lucia.

The island of Gorée restored to France.

All the conquests made by Great Britain in the East-Indies, with the restriction that France is not to erect any fortifications in the province of Bengal.

The island of Belleisle to be restored to France on the same condition as when conquered.

A. D. 1763 The batteries and forts next the sea, together with the Carnatic, or ditch round Dunkirk, to be destroyed.

The towns of Ostend and Newport to be given up to the Austrians.

With Spain.

Great Britain to be permitted to cut logwood, build houses and magazines in the bay of Honduras, but not to erect fortifications. Spain not to fish on the banks of Newfoundland. To restore all places she may have conquered from Portugal; and cedes the province of Florida to Great Britain.

Spain to have restored the Havanna and its dependencies.

Immediately on the peace taking place the Marine Society, with that liberal spirit which at all times seems to animate its exertions, came to the resolution of receiving and making a provision for all boys under sixteen years of age, who have been, or may be discharged from his majesty's service, by putting them out apprentices in the merchant service, on producing certificates of their good behaviour from their respective officers; or providing for them in other branches of trade: accordingly 295 boys made application and were provided for.

A plan was proposed and presented to the lords of the admiralty, by the lieutenants of the navy, for establishing a nursery for seamen in time of peace, which was to employ 250 sail of such of the frigates, armed ships, &c. that might be judged best calculated for the Greenland fishery, making altogether 125,000 tons of shipping; to be commanded by lieutenants, having under them 1,500 petty officers, and manned with 17,000 seamen; to be paid by government, and subject to the same regulations as in the king's service. As a further encouragement, they should be entitled to the same bounties and privileges as ships crews employed by the merchants in the whale fisheries at Greenland and Davis's Straits. From an estimate of the gains made by the Dutch in this fishery; it appeared that
after

after all the charges of wear and tear of the ships employed, there would be a profit of 100,000l. yearly. This plan does not seem to have been approved by the admiralty, as it was never adopted. A.D. 1763

A large body of sailors presented a petition to the king, requesting to have their R's taken off. His majesty was graciously pleased to grant the request to all those who should appear by the books at the navy office, to have deserted and entered again on board a king's ship. A petition was also presented by another body of sailors, requesting the payment of their prize money, which, according to custom, after a certain time, had been paid to Greenwich hospital.

On the 20th of October the shifting of the monsoon, on the coast of Coromandel, was attended with a violent storm, several vessels in Madras road foundered, others were driven ashore and beat to pieces, the most of whose crews miserably perished. The Norfolk, America, and Weymouth, were under the necessity of putting to sea, and returned a few days after dismasted, and in a very leaky condition.

His royal highness the Duke of York embarked on board the Centurion, and proceeded to the Mediterranean with Commodore Harrison.

An account of the number of seamen and marines employed during the war, with the number that appears to have been killed in action or by accident; also those who died of disease or missing.

Number of seamen and marines employed	-	184,893
Killed in action or by accident	1512	} Total 135,220
Died by sickness or missing	133,708	

Remaining on the books at the navy-office	-	49,673
All of whom, excepting 16,000, were paid off.		

Supplies granted by parliament for this year.			1764
For 16,000 men for sea service, including	}	l.	s. d.
4287 marines, and ordnance for sea		832,000	0 0
service - - - -			
For the ordinary of the navy, including	}		
half-pay to sea and marine officers		398,568	11 9
For carrying on the building of the	}		
navy hospital at Plymouth -		3,000	0 0
Cc 4			Towards

A.D. 1764	Towards the support and relief of such worn out and decrepid seamen who cannot be provided for in Greenwich hospital - - - - -	10,000 0 0
	Towards the buildings, rebuildings, and repairs of his majesty's ships, &c. - - - - -	200,000 0 0
	Towards paying off and discharging the debt of the navy - - - - -	650,000 0 6
	For paying a bounty of 2s. 6d. per day to 15 chaplains; and of 2s. per day to 15 more chaplains, who have served longest on board his majesty's ships of war, provided it appears by the books of the said ships, that they have been actually borne and mustered thereon for the space of four years during the late war with France and Spain; and provided likewise that such chaplains do not enjoy the benefit of some ecclesiastical living, or preferment from the crown, or otherwise of the present annual value of 50l. - - - - -	1,231 17 6
	To Samuel Touchet, merchant of London, for the expence he has incurred in fitting out several vessels employed in the late successful expedition for the reduction of the French forts and settlements in the river Senegal, and to satisfy him for all such of the said vessels as were lost, or taken into his majesty's service. - - - - -	7,000 0 0

Supplies for the navy - - - - - 2,101,800 9 9

The total supplies for the year amounted to 7,712,562l. 18s. 7d.

Another trial was made of Mr. Harrison's time-keeper on board the Tartar frigate, commanded by Captain John Lindsay, who was ordered to receive him on board and proceed to Barbadoes. On the 28th of March she sailed from Spithead, and arrived at Madeira on the 19th of April. The correctness of the time-keeper is set forth in the following certificate.

Madeira,

“ *Madeira, April 19, 1764.* A.D.

“ I do hereby certify that yesterday, at four in the afternoon, Mr. William Harrison took two altitudes of the sun, to ascertain the difference of longitude given by the time-keeper from Portsmouth; according to which observations, he declared to me, we were at that time forty-three miles to the eastward of Porto Santo. I then steered a direct course for it, and at one o'clock this morning we saw the island, which exactly agreed with the distance mentioned above.

“ *Given under my hand on board his*

“ *Majesty's ship Tartar.*

“ JOHN LINDSAY.”

As a further proof of its accuracy, on the 12th of May, Mr. Harrison declared the distance the ship was from the island of Barbadoes, and the next morning at day-light it was discovered, and corresponded exactly with his account by the time-keeper. Mr. Harrison returned to England in a merchant vessel, and arrived in London on the 18th of July, when he found by the clock examined that day by the transit instrument, that the time-keeper only differed 15 seconds slow, allowing for the variation of the thermometer as specified in his journal; but without allowing for such variations, and abiding by his declaration of the uniform gain of one second a day, it had then gained 54 seconds from his departure.

On the 1st of June a French ship of 74 guns, and two smaller vessels of war, were sent from St. Domingo to dispossess the British settlers of Turks Island. On a complaint being made to the court of France of this infringement of the treaty of peace; it denied having authorized such a proceeding, and instantly dispatched orders to the Count D'Estaing, governor of St. Domingo, to restore the island in the state it was in, and to make reparation for any damage which the British settlers might have sustained.

Commodore Harrison, who commanded in the Mediterranean, being informed that a ship under English colours had been seized by an Algerine Corsair, proceeded with his squadron off Algiers, and demanded satisfaction from the Dey, for the insult offered to the British flag. The Dey, contrary to the general custom of these pirates, ordered the ship to be immediately restored, without requiring any money or present.

The

A.D. 1764 The board of admiralty ordered a sixty gun ship at Woolwich to be fitted with Mr. Cole's new invented pump, to prove its utility previous to its being introduced into the navy.

On the 11th of July, Admiral Cornish* arrived at Spithead from the East-Indies, in the Norfolk, with the Elizabeth, America, and Chatham.

This year the officers of his majesty's navy were sworn to act as custom-house officers on the coast of America, as well as in the British channel. The variety of mistakes and disputes which this appointment created, was productive of so many complaints from the American and West-India merchants, that the admiralty released the officers of the navy from a service which they considered as degrading to their situation.

As an encouragement to the artificers in his majesty's dock-yards, one man out of fifty who had served, with a good character for 30 years, was ordered to have a pension of 20l. per annum.

On the 3d of July, his majesty's ship Dolphin, of 20 guns, commanded by the honourable Captain John Byron, and the Tamer sloop of war of 14 guns, Captain Mouat, sailed from Plymouth on a voyage of discoveries. After stopping at Madeira and the Cape de Verds, they proceeded to Rio Janeiro, on the coast of Brasil. On the 16th of October the commodore sailed from thence, and soon after made the ships companies acquainted with the nature of his expedition; and that the lords commissioners of the admiralty had, in consideration, promised to allow them double pay, provided they behaved themselves to the satisfaction of their officers during the voyage. On the 21st of November the ships anchored in Port Desire, where they found several wells of fresh water not far from the beach, out of which they completed their stock; and on the 5th of December sailed in quest of Pepy's Island. After cruizing several days without being able to discover it, and the weather extremely stormy, the commodore bore away for the Straits of Magellan. On the 18th of December, being off the coast of Patagonia, several of the natives were observed to be making signs of invitation for them to land. Mr. Byron, accompanied by some of his officers, and a boat's crew well

* On the 1st of February, 1766, Admiral Cornish was created a Baronet of Great Britain.

armed,

armed, ventured on shore. He describes these people as by no means savage or rapacious in their disposition; they are of a gigantic stature, most of them measuring seven feet in height; their bodies were naked except the shoulders, over which were thrown skins of beasts; their faces were painted of different colours, so as to give them an hideous appearance. Many of them were on horseback, the women astride: the horses were not large, but extremely active; and they managed them with great dexterity. A pad served for a saddle without stirrups; the bridle was a thong of leather, and a piece of hard wood for a bit; they had also with them a number of dogs. Mr. Byron presented these Indians with some beads and ribbons, with which they appeared highly delighted. Having quitted the coast of Patagonia on the 14th of January, 1765, being in the latitude of 51 degrees south, and longitude 63 degrees 22 minutes west, some small islands were discovered, in one of which was found a most excellent harbour, where the ships anchored. Mr. Byron, in compliment to the first lord of the admiralty, gave it the name of Port Egmont. These islands were surveyed, and taken possession of for his majesty, by the name of Falkland's Islands. Mr. Byron did not doubt but that these were the islands denominated by Cowley, Pepy's Islands. From hence the ships sailed to Port Desire, and having refitted and completed their water, once more steered for the Straits of Magellan; which, on the 17th of February, the commodore entered; but a continuance of tempestuous weather, accompanied with many other difficulties and dangers, prevented him from getting into the Pacific ocean before the 9th of April. Commodore Byron now pursued his course to the N. W. On the 7th of June, in the latitude of 14 degrees five minutes south; longitude 144 degrees 58 minutes west, a cluster of small islands was discovered. On approaching the shore, several of the natives were observed armed with spears and clubs, coming down to the beach. Cocoa nut trees were seen in great abundance; and from the luxuriant appearance of these islands, many other fruits and vegetables might be expected. Boats were sent to sound and find a proper place to land; but every part of the coast was found to be inaccessible, being bounded by stupendous rocks, on which a most violent surf constantly broke. The disappointment was truly mortifying to the ships crews, who were beginning daily
to

A.D. to experience the effects of a most inveterate scurvy.
 1764 These islands extended to 15 degrees 10 minutes south, and 169 degrees 28 minutes west, all appearing equally fruitful, and as equally inaccessible; to the first Mr. Byron gave the name of King George's Islands; to the others, Prince of Wales's Island, the Islands of Danger, and the Duke of York's Island; from the last he procured about 300 cocoa nuts. The commodore continued steering to the N. W. until the 2d of July, when an island was discovered; and on their approach, several of the natives were observed coming off in canoes, but brought them no refreshments, although the island abounded in cocoa-nuts. These people were extremely savage in their manners, and shewed no desire of intercourse. The officers, in compliment to the commodore, named this Byron's island; it lies in the latitude of one degree 18 minutes south, and longitude 173 degrees 46 minutes west. Leaving these inhospitable islands, he steered for Tinian, from thence to Batavia and the Cape of Good Hope; and on the 9th, 1766, anchored in the Downs, having performed a voyage round the world in twenty-two months and six days.

1765	Supplies granted by parliament for the present year.			
	For 16,000 men for sea service, including 4287 marines and ordnance,		<i>l.</i>	<i>s.</i> <i>d.</i>
			832,000	0 0
	For the ordinary of the navy, including half-pay to sea and marine officers,		407,734	11 3
	Towards the support and relief of decrepid seamen, who cannot be provided for in Greenwich hospital,		5,000	0 0
	Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.		200,000	0 0
	Towards discharge of bills payable in course of the navy and victualling offices, and for transports,		1,500,000	0 0
	Bounty to chaplains, as in the preceding year, - - -		1,231	17 6
	Supplies for the navy, -	£	2,945,966	8 9
	The total supplies granted,	£	7,763,090	13 0

On the 1st of July, the officers of the Panther were tried by a court-martial, on a charge exhibited against them
by

Captain Tinker, their commander. The charges being fully proved against the first and second lieutenants, they were dismissed the service; but as they were only proved in part against the third lieutenant, he was reprimanded, and the master acquitted. A.D. 1765

In the same month a board of longitude was held at the admiralty, when the marine table for finding the longitude at sea, by the Lunar method, invented by Mr. Witchell, was taken into consideration and approved. A thousand pounds was ordered to be advanced to enable the inventor to carry it into execution; who, with Mr. Isaac Lyons, jun. Mr. Wales, of Greenwich, and Mr. Mapson, were appointed computors of a nautical Ephemeris, for the use of navigation and astronomy.

About the middle of September, a violent hurricane in the West-Indies, did considerable damage at the islands of Martinique, Guadaloupe, Dominica, St. Christophers, and Mountserrat; a great number of vessels were lost, and many souls perished.

The French fishermen at Newfoundland having greatly exceeded the limits, which they were allowed by the treaty of peace, Commodore Palliser compelled them to keep within the bounds prescribed.

Vice-Admiral Sir William Burnaby, who commanded at Jamaica, proceeded to the bay of Honduras to reinstate the British settlers who had been driven out by the Spaniards.

A bill passed in parliament this year for improving the harbour of Ramsgate, and the haven at Sandwich.

Supplies granted by parliament.

1766

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 16,000 men for sea service, including 4217 marines and ordnance,	832,000	0	0
For the ordinary of the navy, including half pay to sea and marine officers	412,983	6	3
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	277,300	0	0
Towards paying off and discharging the debt of the navy,	1,200,000	0	0

Supplies for the navy, - £ 2,722,283 6 3

The total supplies granted, £ 8,273,280 11 1

On

A.D. 1766 On the 28th of March, Captain Tinker, of the Panther, lately returned from the East-Indies, was tried by a court-martial on board the Superbe, in Portsmouth harbour. The charges not being proved, he was very honourably acquitted. The court also gave further as their opinion, that he had, in every respect, behaved like an able and good officer, and worthy the command that had been reposed in him.

In the month of August, his majesty's ship the Dolphin was again fitted out to proceed on a voyage of discoveries, under the command of Captain Samuel Wallis. The Swallow sloop of war, Captain Carteret, was ordered to accompany her until they should have cleared the Straits of Magellan. On the 12th of April, 1767, they entered the Pacific Ocean, and separated. The Dolphin steered to the westward, and the Swallow to the northward. On the 6th of June Captain Wallis discovered several islands lying between the latitudes of 19 and 13 degrees 18 minutes south; and the longitude from 137 to 177 degrees west. To these he gave the following names, viz. Whitsunday, Queen Charlotte, Egmont, Gloucester, Duke of Cumberland, Prince William Henry, Osnaburgh, Boscawen, Keppel, Wallis, and to the island of Otaheite, which has been so much spoken of, and frequented since, he gave the name of King George the Third's Island. After remaining at some of these islands to water, and refresh the ship's company, Captain Wallis returned to England nearly on the same route with Captain Byron; and arrived in May, 1768.

We will now return to Captain Carteret, who, on the 12th of August, 1767, discovered a small cluster of islands which lye between the latitudes of 11 degrees 10 minutes, and 10 degrees 15 minutes south; and from the longitude of 164 degrees 43 minutes, to 165 degrees four minutes west: to these he gave the name of Queen Charlotte's Islands. Here they were amply supplied with refreshments, such as hogs, poultry, cocoa nuts, plantains, bananas, and other vegetable productions; until an unfortunate dispute arose between the natives and sailors, which cut off all friendly intercourse; Captain Carteret therefore put to sea, and soon after discovered three more islands between the seventh and ninth degree of south latitude, and the 159th degree of west longitude. To these he gave the names of Gower, Simpson, and Carteret's Islands: to the latter

latter a boat was sent to procure refreshments; but the natives attempting to cut her off, she was obliged to return to the ship. On the 26th of August, the Swallow anchored in a cove, on the island of New Britain. This island was found to be extremely fertile, affording a variety of fruits and vegetables: the cabbage tree is here in great abundance. The woods abound in birds; a most uncommon one was observed, whose plumage is black, and its note resembles the barking of a dog. The natives appeared inoffensive and friendly; their canoes are extremely large, some above ninety feet in length. On leaving this island, Captain Carteret passed through a strait, to which he gave the name of St. George's channel; and to the opposite island, New Ireland. Continuing to steer to the N. W. he discovered several other islands between the second and third degrees of south latitude, and the 148th and 146th degree of west longitude; these he named New Hanover, Portland, and the Admiralty Islands; they had the appearance of being very fruitful. On the 25th of September, in the latitude of 50 minutes north, and longitude 137 degrees, 51 minutes east, three small islands were discovered, to which Captain Carteret gave the name of the Freewill Islands, from the friendly manner in which the natives come off and bartered with the sailors, who they invited ashore, proposing to leave hostages for their safe return. One of these poor fellows, when the ship got under sail, felt so much attached to his new friends, that he could not be prevailed upon to go on shore. Captain Carteret shewed him every care and attention; but on the ship's arrival at the Celebes, he was taken ill and died. The Swallow proceeded to Batavia, and from thence to England, and arrived at Spithead in the month of March, 1769. On her passage home, she fell in with La Boudeuse French frigate, commanded by M. Bougainville, who had sailed from France in the year 1766 on a voyage of discoveries.

Supplies granted by parliament for the current year.

	l. s. d.			1767
For 16,000 men for sea service, including 4287 marines, and ordnance for navy	832,000	0	0	
For the ordinary of the navy, including half-pay to sea and marine officers.				
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	298,144	0	0	
				For

A.D. 1767 For purchasing a quantity of hemp to
replenish his majesty's magazines, } 30,000 0 0
Towards discharging the debt of the }
navy, - - - - - } 300,000 0 0

That the half-pay of the lieutenants of
his majesty's navy, is unequal to the
rank their commissions bear, and the
time they have been in his majesty's
service.

Supplies for sea service, £1,869,321 4 3

Total supplies granted for the year, £8,527,728 0 6

A bill passed during the session of parliament, to erect a
pier at St. Ives, in Cornwall.

For the alteration which took place in the command of
his majesty's squadron, see Appendix, Chap. II. No. 152.

On the 17th of September, died at Monaco, his royal
highness the Duke of York, vice admiral of the blue; his
corpse was put on board the Montreal frigate, commanded
by Captain Philips Cosby, and brought to England. On
the 1st of November she arrived at the Nore, where the
Mary yacht was lying, which received his royal highness's re-
mains, and proceeded with them to Greenwich. On the 3d
of November they were deposited in the royal vault in King
Henry the Seventh's Chapel, Westminster. The follow-
ing admirals supported the canopy over his royal highness's
coffin:

Sir Edward Hawke, K. B. Thomas Frankland, Esq.

Duke of Bolton, Sir Charles Hardy, Knt.

Sir Charles Saunders, K. B. Sir Samuel Cornish, Bart.

Francis Geary, Esq. Sir Geo. Bridges Rodney, Bt

Sir Peter Denis, Bart. bore the train of the Duke of
Grafton, who, as Garter principal king at arms, was chief
mourner.

1768 Supplies granted by parliament for the current year.

	l.	s.	d.
For 16,000 men for sea service, includ- } ing 4287 marines and sea ordnance, }	832,000	0	0
For the ordinary of the navy, including } half pay to sea and marine officers, }	416,403	0	0
Towards the buildings, rebuildings, and } repairs of his majesty's ships, &c. }	277,945	0	0

Upon

Upon account of the reduced officers and marines for 1768,	-	}	132,434	0	0	A.D. 1768

Supplies for the navy,	-	£	1,658,782	0	0
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The total supplies granted,		£	8,335,746	11	2
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On the 25th of February, Mangalore, the principal sea port belonging to Hyder Ally, in the East-Indies. was taken by the company's sea and land forces. The garrison left in the fort being too weak to resist the repeated attacks of Hyder's troops, was obliged to surrender almost immediately after, and made prisoners.

In the month of June, his royal highness the Duke of Cumberland embarked as a midshipman on board the Venus frigate, commanded by the honourable Captain Barrington.

On the 12th of August, the king of Denmark landed at Dover from on board the Mary yacht, commanded by Captain John Campbell. His Danish majesty remained in England until the 12th of October, when he again embarked on board the Mary, and sailed for Calais.

Mr. Cole's pump, which had been invented in the year 1764, was ordered by the board of admiralty to be again tried on board the Seaford frigate in Portsmouth harbour. It was found that with four men it pumped out a ton of water - in 43 seconds and a half.

with two men, - in 55 seconds.

and when choaked with shingle ballast, it was cleared in four minutes.

The old pump, with seven men, pumped out one ton of water - in 76 seconds.

with four men, - in 81 seconds, and two men could not move the pump; and when choaked with shingle ballast, it could not be cleared until the water was bailed, or pumped out of the hold.

Early this year the Royal Society presented a memorial to his majesty, expressive of a wish that proper vessels might be appointed to sail to the southward, to observe the transit of Venus over the disk of the sun. The admiralty accordingly for this service purchased the Endeavour bark, and fitted her out in all respects proper for such a voyage; the command was conferred on Lieutenant James Cook, who was a member of the Royal Society. Mr. Charles

A. D. 1768 Green was appointed astronomer. Mr. Banks (the present Sir Joseph) and Dr. Solander, two gentlemen of extensive knowledge in natural history, embarked on board the Endeavour as companions to Mr. Cook, whose instructions were to proceed to Otaheite; and after having made the necessary astronomical observations, to sail on discoveries in the Pacific ocean, to explore the coast of New Zealand, and from thence to return to England. On the 3d of July, the Endeavour sailed from Deptford; and on the 11th of April, 1769, she arrived at Otaheite. The favourable accounts given of this island by our countrymen, who had before visited it, were confirmed by Mr. Cook, who mentions the singular qualities of a tree which grows upon the island, whose nut will allure the fish to rise on the surface of the water; and they become so stupified by its effects, that they are taken with the greatest ease by the hand. Mr. Cook having completed the service for which he was sent to Otaheite, sailed from thence, accompanied by one of the natives, from whom he learnt, that at the distance of a few leagues there were many more islands, which he discovered. From the friendly and courteous manner of the natives, he named them the Society Islands. At the end of six weeks he made the coast of New Zealand, which Mr. Cook accurately surveyed, and discovered it to be two large islands; he sailed between them, and named the passage Cook's Straits. The islands are represented to be very fruitful, with a great quantity of fine wood growing on them. The only animals seen are dogs and rats. The natives are a wild savage race, delighting in war, and are reputed cannibals. These islands are situated between the latitude of 34 degrees 22 minutes south; and 47 degrees 25 minutes south; longitude from 166 degrees east, to 180 degrees east. On the 31st of March, 1770, Mr. Cook took his departure from these islands; and on the 19th of April anchored in a bay on the coast of New Holland. The shore appearing to abound with a great variety of shrubs and plants, he gave it the name of Botany bay. The natives resemble those of New Zealand. Mr. Cook continued his course along shore, exploring the coast until the 10th of June, when at eleven at night the ship on a sudden struck with great violence on a rock; she fortunately beat over it, but was found so extremely leaky, that with three pumps she could not be kept free. At day-light the next morning

morning land was discovered at the distance of eight leagues; on their approach the shore was bounded for a considerable distance with reefs of coral rock, over which a tremendous surf constantly broke. It was impossible for them to anchor without the danger of perishing by shipwreck; the only expedient left was to foder a sail and draw it under the ship's bottom, which in a short time had the desired effect, and reduced the leak so much as to make it necessary to work only one pump. On the 14th, the weather being moderate, Mr. Cook stood in, and anchored about two miles from the shore. Upon exploring the coast a small harbour was discovered, into which they run the ship; as it had given them relief in the time of their distress, Mr. Cook named it Endeavour River. The leak being stopped, and having taken on board such refreshments as the place afforded; Mr. Cook pursued his voyage, steering along shore to the northward, and passed between New Guinea and New Holland, to this channel he gave the name of Endeavour Straits, being the first ship that had ever sailed through it. Mr. Cook, having now explored the whole eastern coast of New Holland, took possession of it in the name of his Britannic Majesty, under the appellation of New South Wales. He proceeded from thence to the island of Timor; then to Batavia; and on the 12th of July 1771, he arrived in England.

A.D.
1768

Supplies granted by parliament.

1769

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 16,000 men for sea service, including 4287 marines and sea ordnance	332,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers	410,255	8	1
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	282,413	0	0
Towards paying off and discharging the debt of the navy	400,000	0	0

Supplies for the navy - 1,924,668 8 1

Total supplies granted - £6,909,003 4 10

In the month of June a French frigate having anchored in the Downs, without paying the usual compliment to the British flag, Captain John Hollwell, who was the senior officer, lying there in the Apollo frigate, sent an officer on board to demand the customary salute; the French

A.D. 1768 captain refused to comply, upon which Captain Howell immediately ordered the Hawke sloop of war to fire two shot over her, when he thought proper to salute.

The Court of Directors of the East-India Company made application to government for some ships of war to be sent to India. Accordingly two frigates were ordered to be fitted out by the admiralty for this service, the command was conferred on Sir John Lindsay, Knt. who was appointed a commodore, and hoisted his pendant on board the Stag frigate of 32 guns, commanded by Captain Joseph Deane. The other was the Aurora of 32 guns, commanded by Captain Thomas Lee, who did not sail till some time after the Stag, he having been appointed to take out Messrs. Vansittart, Scarfston, and Ford, the company's supervisors. This ship arrived in safety at the Cape of Good Hope; but after her departure from thence was never more heard of; so that the miserable fate which befel her crew to this day remains unknown.

Captain O'Hara, of the Merlin sloop of war, who was stationed on the coast of Africa, while surveying the coast of a small island in his tender, was enticed on shore by the natives, who murdered him and his boat's crew. Some misconduct having been attributed to the officer who commanded the tender, for not affording relief to his captain; he was brought to a court-martial; but nothing appearing to criminate him, he was acquitted.

The Tamer sloop of war, commanded by Captain Anthony Hunt, was sent out to establish the claim of Great Britain to Falkland's Island. While there she fell in with a Spanish schooner, taking a survey of the islands. Captain Hunt ordered her to desist, alledging that the islands appertained to his Britannic Majesty. The schooner departed, but in a few days returned with a Spanish officer, commissioned by the governor of Port Solidad, to offer every kind of refreshment and assistance that Captain Hunt might require; concluding the Tamer was driven in by stress of weather, and that the captain of the Spanish schooner had misrepresented to him the actual reason of his being there: but, if on the contrary, the governor directed Captain Hunt to depart, as the dominion of those seas belonged solely to the King of Spain. Captain Hunt replied, that he should persist in the right of his Britannic Majesty to the islands; neither would he suffer the officer
to

to visit the settlement, or the vessel he came in to enter the harbour. A few weeks after the two Spanish frigates arrived at Port Egmont, under the pretence of wanting water; the commanding officer appeared ignorant of the former transaction, but at the same time expressed much surprise at seeing the British flag flying on shore. He remonstrated with Captain Hunt on the impropriety of it, who, with becoming dignity, justified his conduct in obeying the orders of his sovereign, intimating to them the necessity of their sailing so soon as their wants were supplied. Eight days after the Spaniards quitted Port Egmont without appearing in the least dissatisfied. Captain Hunt (suspected that this was a prelude to something more decided on the part of the Spaniards), sailed immediately for England; and arrived at Plymouth in the month of June, 1770, from whence he forwarded to the admiralty an account of his proceedings.

A.D.
1769

Supplies granted by parliament.

1770

For 16,000 men for sea service, including 4287 marines and sea ordnance	}	l.	s.	d.
For the ordinary of the navy, including half-pay to sea and marine officers	}	832,000	0	0
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.				
Towards paying off and discharging the debt of the navy	}	406,380	13	11
As compensation to Francis Dalby, merchant of London, for the damages he hath suffered by the stoppage and loss of his ship, called the Britannia, at Mahon, by order of the late Admiral Matthews, and by the use and detainer of his ship Francis, by order of the commander of his majesty's fleets	}	283,687	0	0
	}	100,000	0	0
	}	6,195	8	11

Supplies for the navy - 1,628,263 2 10

Total supplies granted - £7,455,042 8 3

On the 13th of February a change took place at the board of admiralty; and in the course of the year many of the

A.D. the commanders of his majesty's squadrons were relieved.
1770 See Appendix, Chap. IV. No. 1. and Chap. II. No. 53.

On the 27th of July his majesty's dock-yard at Portsmouth was set on fire in five separate places, it burnt with great fury for a considerable time, and was with difficulty extinguished. The damage sustained by this dreadful conflagration was estimated at 149,880*l*. A reward of 1000*l*. was offered by government for the discovery or apprehension of any person concerned in it.

On the 22d of September the Favorite sloop of war, commanded by Captain Malby, arrived at Portsmouth from Falkland's Islands. Captain Malby related, that soon after his return to Port Egmont, from the coast of Patagonia (where he had been to relieve the crew of the Swift sloop, who had been wrecked the preceding March in Port Desire*), five Spanish frigates arrived, having on board a body of troops and a train of artillery. Captain Farmer (late commander of the Swift and senior officer) being convinced that the nature of the Spaniards' visit was hostile, went on shore with his own crew to protect the settlement, whose only defence was a small block-house: at the same time he ordered Captain Malby to anchor the Favorite as close in as her draught of water would permit, and to land himself with 50 of his men, two six-pounders, and some swivels. Upon this the Spaniards anchored three of their frigates opposite the block-house, and began to fire upon it, a few shot were only returned, when Captain Farmer held out a flag of truce and capitulated. By one of the articles it was agreed that the Favorite should have permission to return to England, so soon as the governor of Solidad, or his deputy should arrive at Port Egmont. In order to secure the compliance with this article, the Spaniards unhung her rudder, and took it, with several of her sails on shore. The Captains Farmer and Malby strongly

* Only three of her crew perished. The remainder owed their preservation to the determined and resolute conduct of Mr. William White the master, and six of the crew, who undertook to proceed to Port Egmont in an open cutter, where at the expiration of three weeks they arrived, having encountered many difficulties and dangers. In the year 1780 this gentleman was promoted to the command of the Oporto sloop of war by Commodore Johnstone at Lisbon. In the year 1783, he was advanced in the East-Indies from the Hound to the San Carlos of 50 guns; and at present is the regulating-officer at Liverpool.

remonstrated against this fresh mark of insult, but to no purpose. She was at last suffered to depart; and on her passage to England fell in with a Spanish galleon, when it became a matter of debate between the captains and officers, whether they would not be justified in seizing this ship, by way of restitution for the hostilities committed, and insult offered to the British flag at Port Egmont. The majority were against the measure, and the galleon was permitted to proceed on her voyage. In consequence of the above intelligence sixteen sail of the line were ordered to be immediately put in commission; press-warrants were issued, and rendezvous opened for seamen to enter into the navy. His Majesty by proclamation offered a bounty of thirty shillings to able seamen, who should enter into the service.

The following cities and towns offered an additional bounty, viz.

London—forty shillings to able seamen.

Bristol—twenty ditto.

Montrose—two guineas to able, and one to ordinary seamen.

Edinburgh—ditto, ditto.

Aberdeen—one guinea to able, and fifteen shillings to ordinary.

Lynn—one guinea to able seamen.

In October his majesty ordered the following promotion of flag officers, viz.

October 5th.

The Hon. John Forbes	} To be Admirals of the
Francis Holbourne, Esq.	

October 18th.

Sir Thomas Frankland, Bart.	} Admirals of the Blue.	
Duke of Bolton		
Sir Charles Hartly, Knt.		
Earl of Northesk		
Sir Charles Saunders, K. B.	} Vice-Admirals of the	
Thomas Pye, Esq.		Red.
Sir Samuel Cornish, Bart.		
Francis Geary, Esq.	} Vice-Admirals of the	
Sir George Bridges Rodney, Bart.		White.
Sir William Burnaby, Bart.		
James Young, Esq.		

A.D.

October 18th.

1770	Sir Piercy Brett, Knt.	}	Vice-Admirals of the Blue.
	Sir John Moore, K. B.		
	Sir James Douglas, Knt.		
	Sir John Bentley, Knt.		
	Lord Edgecombe	}	Rear-Admirals of the Red.
	Samuel Graves, Esq.		
	William Parry, Esq.		
	Hon. Augustus Keppel		
	John Amherst, Esq.	}	Rear-Admirals of the White.
	Duke of Cumberland		
	Sir Peter Denis, Bart.		
	Mathew Buckle, Esq.		
	Robert Mann, Esq.	}	Rear-Admirals of the Blue.
	Richard Spry, Esq.		
	Robert Harland, Esq.		
	Lord Howe		

October 21st.

	Sir George Bridges Rodney, Bart.	}	Vice-Admirals of the Red.
	Sir William Burnaby, Bart.		
	Sir Piercy Brett, Knt.	}	Vice-Admirals of the White.
	Sir John Moore, K. B.		
	Sir James Douglas, Knt.		
	Sir John Bently, Knt.		
	Lord Edgecombe	}	Vice-Admirals of the Blue.
	Samuel Graves, Esq.		
	William Parrey, Esq.		
	Hon. Augustus Keppel		
	John Amherst, Esq.	}	Rear-Admirals of the Red.
	Duke of Cumberland		
	Sir Peter Denis, Bart.		
	Mathew Buckle, Esq.		
	Robert Mann, Esq.	}	Rear-Admirals of the White.
	*Robert Hughes, Esq.		
	Richard Spry, Esq.		
	*Clack Gayton, Esq.		
	*John Barker, Esq.	}	Rear-Admirals of the Blue.
	*Lucius O'Brien, Esq.		
	*John Montagu, Esq.		
	*Thomas Craven, Esq.		
	*James Sayre, Esq.		

* Were left out in the first promotion. On a memorial being presented to his majesty, he was graciously pleased

pleased to order them to take rank as flag officers, according to the date of their commissions as captains. A.D. 1771

Admiral Sir Charles Knowles* obtained his majesty's permission to enter into the service of the Empress of Russia. His appointments were as follows,—to be first admiral of her fleet; a seat in her council; a pension of 2250l. per annum, and 1000l. to be paid annually to his lady and family, with the benefit of survivorship; to be allowed two aid-de-camps at 500l. a year each. The empress also presented him with 500 guineas for his immediate expences; and on his entering her majesty's dominions, his journey to be paid. Sir Charles Knowles was promised by his majesty, that on quitting her imperial majesty's service, he should be reinstated in his rank in the royal navy.

Supplies granted by parliament.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 40,000 men for sea service, including 8073 marines, and sea ordnance,	2,080,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers,	378,752	18	7
Towards the buildings, rebuildings, and repairs of his majesty's ships,	423,747	0	0
Towards paying off and discharging the navy debt,	200,000	0	0

Supplies for the navy, - £ 3,082,499 18 7

Total supplies granted, - £ 7,158,779 10 0

Officers commanding his majesty's squadron.

At Portsmouth—Rear-Admiral Sir John Moore, K. B.

At Plymouth, Rear-Admiral Lord Edgecombe,

In the Mediterranean, Commodore Charles Proby,

In North America, Commodore Samuel Hood.

At the Leeward Islands, Rear-Admiral Robert Mann.

* Created a Baronet October 19, 1765.

It is generally believed that Sir Charles Knowles received no other emolument or pay than first admiral of the Russian fleet, which is 3600 rubles per annum, 6000 more for his table, 300 for his secretary, and 153 for twelve servants. A sum very inadequate to the service he rendered the empress. Sir Charles, on his return to England in the year 1774, found some difficulty in being reinstated to his rank as admiral.

A. D.

1771

* At Jamaica,

{ Commodore Arthur Forrest, who died in July, and was succeeded by Captain George Mackenzie.

At Newfoundland, Commodore Hon. John Byron.

In the East-Indies, Commodore Sir John Lindsay, K. B.

The dispute between the courts of Great Britain and Spain, respecting the right of Falkland Island, was settled in favour of the former. In April, the Juno frigate, of 32 guns, commanded by Captain Stott, the Hound sloop of war, Captain Burr, and the Florida store ship, were sent out to take possession of them. Lieutenant Clayton, of the navy, with an armed shallop, and Lieutenant Olive, with a party of marines, were left at Port Egmont, to establish our claims.

A misrepresentation having been made by Sir Thomas Slade, surveyor of the navy, to Sir Edward Hawke, first lord of the admiralty, of the number of ships fit for service, it was ordered in council, that in future his majesty's navy and dock-yards throughout the kingdom should be inspected by the board of admiralty every two years.

On the 27th of September, the superannuation to the artificers in his majesty's dock-yards, was extended to one man in forty instead of fifty; they were divided into three classes, each having a separate pension, as follows, viz.

1st Class. To the joiners, shipwrights, block-makers, plumbers, braziers, blacksmiths, and armourers, 20l. per annum.

2d Class. House carpenters, sail makers, smiths, and bricklayers, 15l. per annum.

3d Class. Pitch-heaters, bricklayers labourers, scabel-men, riggers, and their labourers, 10l. per annum.

An act of parliament passed, authorising the Directors of Greenwich Hospital, in certain cases specified therein, to refund unclaimed shares of prizes, or bounty money, for a limited time after they shall have been paid into the hospital.

1772

Supplies granted by parliament.

	l.	s.	d.
For 25,000 men for sea service, including 6664 marines and sea ordnance,	1,300,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers,	394,725	17	6

* Vice-Admiral Sir George Bridges Rodney was appointed to this command: his flag on board the Princess Amelia of 80 guns.

Towards

Towards the buildings, rebuildings, and } 375,939 0 0 A.D.
repairs of his majesty's ships. } 1772

To be paid to Charles Irvine, for the }
discovery of an easy and practicable }
method of making sea-water fresh and } 5,000 0 0
wholesome. - - - - - }

Supplies for the navy, - £ 2,074,664 17 6

Total supplies granted, - £ 7,186 253 3 0

Officers commanding his majesty's squadrons.*

At Portsmouth, Vice-Admiral Sir Thomas Pye.

At Plymouth, Rear-Admiral Spry.

Mediterranean, Rear-Admiral Sir Peter Denis, Bart.

North America, Rear-Admiral John Montagu.

Newfoundland, Commodore Shuldham.

At Leeward Islands, Rear-Admiral Mann.

Jamaica, Vice Admiral Sir Geo. Bridges Rodney, Bart.

East-Indies, Rear-Admiral Harland.†

In February, the Prudent and Intrepid, of 64 guns each, commanded by Captains Sir John Clark, and the honourable Henry St. John, failed to reinforce the squadron in the East-Indies.

In May, the Southampton frigate, Captain John Macbride, the Seaford, Captain Davies, and the Cruizer sloop of war, Captain Cummings, failed for Elfineur, to take on board the Queen of Denmark, and escort her to Zell.

In August, the board of admiralty visited and inspected the royal hospital at Greenwich, when several of the pensioners were discharged, who were found not entitled to the charity.

A machine for making salt water fresh, was tried on board the Resolution at Deptford, with great success. In consequence of which the admiralty directed all the ships of war to be fitted with a still, and the necessary apparatus.‡

A case, containing several pieces of plate richly chased,

* Appendix, Chap. II. No 154.

† Created a Baronet, March 19, 1771.

‡ A Frenchman by the name of de St. Poissoniere, invented a similar machine, which was tried with great success on board of several French vessels; but I believe the merit of this useful discovery is due to our countryman Dr. Lynn, who has written a treatise upon it.

A.D. 1772 was sent by the lords of the admiralty as a present to M. Pleville de Pelly,* a lieutenant in the French navy, and intendant of the port of Marseilles, for his great attention and exertions in saving his majesty's frigate the Alarm from shipwreck, when she was driven ashore near that port. It was ordered to be presented by Captain John Jervis,† her commander, with the following letter:

“ Sir,
 “ The service you rendered the frigate, excites our admiration and acknowledgement. Your courage, your prudence, your intelligence, your talents merit, that Providence should crown your zeal. Success was your recompence; but we beg you will accept what Captain Jervis is charged to bring you, as an homage rendered to your merit; and as a proof of our gratitude.”

Signed by the Lords of the Admiralty.

On the 31st of August, the West-India islands were visited by a most dreadful hurricane. The island of Antigua suffered material injury; several vessels were driven ashore and foundered, most of whose crews perished. The ships of war in English Harbour were forced ashore, and received considerable damage. The Dispatch sloop of war, which had been sent to England by Admiral Mann, with an account of this hurricane, foundered at sea; her crew were fortunately saved by the Panther, which she fell in with on her passage from Newfoundland.

The discontents which had for some time prevailed in North America, began to grow to an alarming height. Several acts of violence were committed, and the king's officers frequently insulted. At Rhode Island, his majesty's schooner the Gaspee, commanded by Lieutenant Duddingstone, who was stationed there by the admiral, was boarded in the night by two hundred armed men, in eight boats, who seized the vessel, and after taking out the crew, set her on fire. Mr. Duddingstone,‡ and some of his people, were severely wounded in the conflict.

This year Captain James Cook undertook another voyage of discoveries, the chief object of which was to explore the southern hemisphere. He embarked on board of the Reso-

* He was minister of the Marine to the French Republic in the year 1797.

† The present Earl St. Vincent.

‡ Afterwards a superannuated Rear-Admiral,

lution, and was accompanied by the Adventure, Captain A. D. Furneaux. On the 5th of April they took their departure 1772 from England; nothing of any importance occurred on their passage to the Cape of Good Hope, which place they left on the 22d of November, and steered to the southward. In the latitude of 50 degrees 40 minutes south, ice was first seen, and they were frequently impeded in their progress by it: when the weather was moderate, the boats were sent to collect large pieces of the floating ice, which supplied them with excellent water. On the 17th of January, 1773, the ships crossed the antarctic circle, in the longitude of 39 degrees, 35 minutes east. This is the first account we have of any ships having sailed so far into the southern region. In the latitude of 67 degrees 15 minutes south, they arrived at an immense continent of solid ice, through which it was impossible to penetrate; Captain Cook therefore shaped his course to the N. E. On the 8th of February the ships separated; soon after no ice was to be seen, when Captain Cook again steered to the southward. On the 17th they observed the Aurora Australis, a phænomena hitherto unnoticed by former navigators. On the 16th of March, the Resolution anchored in Dusky Bay, on the coast of New Zealand, having been sixteen weeks and five days without seeing any land; and, in the course of that time, sailed 3640 leagues. Captain Cook was joined by the Adventure in Queen Charlotte's Sound; but she again parted company off the coast of New Zealand. On the 22d of December, when the Resolution had reached the latitude of 67 degrees 31 minutes south, she was embayed and surrounded by tremendous mountains of ice; the weather proved also so tempestuous, that Captain Cook found himself under the necessity to direct his course to the N. E. This by no means checked his persevering spirit; for no sooner had the weather become moderate, than he again steered to the south. In February, 1774, they were in the latitude of 71 degrees 10 minutes south; all attempts to penetrate farther to the southward being found utterly impracticable, Captain Cook was obliged to give it up, and steered for the Marquesas, discovered by Mondana in the year 1595, from thence to explore a cluster of islands which were discovered by the great navigator Quiros, in the year 1606. They are situated between the latitudes of 14 degrees 29 minutes, and 20 degrees four minutes south; and

A. D. and longitude from 166 degrees 41 minutes, to 170 degrees 20 minutes east. To these he gave the name of the New Hebrides; they are very mountainous, abound in wood, and the vallies extremely luxuriant. Captain Cook landed on two of these islands; at one he found the natives were a stout race of men, of a dark colour, with woolly hair; their only covering was a mat, like a petticoat, which reached to their knees; they decorate themselves with shells and feathers: their only arms are spears, which appear more calculated for fishing than war; they are so suspicious and shy, that it was with much difficulty they could be prevailed on to venture near enough to accept of the presents which were offered them.

At another of these islands he describes the natives to be very diminutive, of a dark colour, long beards, monkey faces, their hair black and curly, but not so soft and woolly as that of the negro; they go quite naked; and what adds to their natural deformity is, a rope, about the size of a man's finger, which they tie so tight round the belly, as to almost divide the body in two parts. The arms they use are spears, and bows and arrows. The few women that were seen, made themselves more frightful and hideous than the men, by painting their heads, faces, and shoulders red. Captain Cook mentions these people to be of a more pacific disposition than most of the savages he had seen. They ventured to the ship without hesitation, and received the presents offered them, for which they made a suitable return. He says, they not only excelled all their neighbours in probity, but appeared the most intelligent of any nation which had been visited in the south seas. As a proof of their exceeding honesty, Captain Cook relates the following anecdote of one of the natives.

“ When the Resolution was getting under sail, the natives came off in canoes, making exchanges with still greater confidence than before, and giving such extraordinary proofs of their honesty, as surprized us. As the ship at first had fresh way through the water, several of the canoes dropped astern after they had received goods, and before they had time to deliver their's in return; instead of taking advantage of this, as our friends at the Society Islands would have done, they used their utmost efforts to get up with us, and deliver what they had already been paid for; one man in particular followed us
“ a con-

“ a considerable time, and did not reach us until it was A.D.
 “ calm, and the thing was forgotten; as soon as he came 1772
 “ alongside, he held up the article, which several on board
 “ were ready to buy, but he refused to part with it till he
 “ saw the person to whom he had before sold it; this per-
 “ son not knowing the man again, offered him some-
 “ thing in return, which he constantly refused, and shewed
 “ what had been given before; at length made him sensible
 “ of the nice point of honour by which he was actuated.”

On the 1st of September, Captain Cook having completed his survey of these islands, steered to the S. W. On the 4th, an island was discovered, which extended from the 19th degree and a half, to the 22d degree and a half of south latitude, and from 163d and a half, to the 167th degree of east longitude. Its coast is extremely dangerous, being surrounded by a reef of rocks. To this island he gave the name of New Caledonia. The natives are tall, stout, and well proportioned; they go quite naked, and their manners courteous and friendly. On the 4th of October, in the latitude of 29 degrees 2 minutes south, and 168 degrees 16 minutes east, he discovered a small uninhabited island, and named it Norfolk island.* The Resolution being in want of refreshments, Captain Cook proceeded to New Zealand. On the 19th of October, he anchored in Queen Charlotte's Sound, and sailed again in quest of fresh discoveries on the 10th of November. On the 14th of January, 1775, they made the island of Georgia, which is said to have been first discovered by the Spaniards in 1756; its latitude is from 53 degrees 57 minutes to 54 degrees, 57 minutes south; and from 38 degrees 13 minutes to 35 degrees 54 minutes west longitude. This island is very mountainous, covered with ice and snow without the least appearance of vegetation. On the 31st land was discovered, whose aspect was equally desolate and inhospitable with that of Georgia; to it Captain Cook gave the name of Sandwich Land; it is the most southern of any hitherto discovered. The south extremity lies in the latitude of 59 degrees 30 minutes; and in the longitude of 27 degrees 30 minutes west. The severity of the climate began to have a very powerful effect on the Resolution's crew, many of them

* It is now inhabited by the British settlers from Botany Bay, and in a high state of cultivation.

A.D. 1772 were confined with violent rheumatic complaints, which made Captain Cook relinquish any further idea of endeavouring to penetrate more into the southern hemisphere. On the 22d of March he arrived at the Cape of Good Hope, and on the 30th of August following in England, having performed a voyage of above 25,000 leagues in three years, three months, and twenty days.

The Adventure, after having parted from the Resolution, returned to New Zealand, the place of rendezvous; at which place Captain Furneaux was so unfortunate as to have a boat's crew cut off and murdered by the savages, some of whose mangled limbs were found scattered about, and many partly devoured by these inhuman cannibals. Captain Furneaux not meeting with the Resolution, proceeded to England, where he arrived on the 13th of July 1774, and with him came Omiah, a native of Otaheité.

It is a singular circumstance that during so long a voyage, the two ships, after experiencing a variety of climates, and encountering many dangers, lost not more than four men, and only one of those by sickness, exclusive of the Adventure's boats crew.

1773 Supplies granted by parliament.

For 20,000 men for sea service, including 4354 marines, and sea ordnance	}	<i>l.</i>	<i>s.</i>	<i>d.</i>
		1,040,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers	}	424,019	0	0
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.		421,554	0	0
To John Harrison, as a further reward and encouragement, over and above the sums already received by him for his invention of a time-keeper for ascertaining the longitude at sea	}	8,750	0	0

Supplies for the navy - - 1,894,313 0 0

Total supplies granted - - £6,980,210 19 0

The same officers commanded his majesty's squadrons*

* Ships employed. Appendix, Chap. II. No. 155.

as last year, excepting Rear-Admiral Mann at the Leeward A.D.
islands, who was relieved by Vice-Admiral Parry. 1773

Lord Howe presented a petition to the house of commons in behalf of the captains in the navy, soliciting an encrease of half-pay. After a debate of considerable length, and an opposition from the minister, the petition appeared so equitable to the house, that it was carried by a great majority; and two shillings a day were added to the half-pay; which at present stands thus, viz. The 30 senior captains ten shillings a day, the next fifty, eight shillings; and the rest six shillings per day.

On the 23d of April the number of surgeons who should be entitled to half-pay was encreased from 50 to 100, half of them to be at two shillings and six-pence per day, the other half at two shillings.

The number of masters was also encreased to 100, entitled to half-pay, the first 50 at two shillings and six-pence per day, the rest at two shillings.

On the 26th of April the guard-ships were ordered to take on board six months provisions, to complete their complement of men, and to prepare for sea. All the ships of war which were reported fit for service were ordered to be got ready to be commissioned. Rendezvous were opened for the raising of seamen; and a proclamation issued by his majesty, offering the following bounties to such men as should enter into the navy:

To every able seaman	-	£3
To ordinary	- - -	2
To landmen	- - -	1

Admiral Sir Charles Saunders was appointed to command the fleet fitting out.

On the 7th of May the armament was ordered to be discontinued; and the officers recalled from the rendezvous.

On the 22d of June his Majesty reviewed the fleet at Spithead, it consisted of 20 sail of the line, two frigates, and three sloops*. The ships were moored in two lines abreast, under the command of Vice-Admiral Pye, Vice-Admiral Lord Edgecombe, and Rear-Admiral Spry. When his Majesty entered Portsmouth, he was saluted with 232 pieces of cannon. A levee was immediately

* Appendix, Chap. II. No. 156.

A.D. 1773 held at the governor's house. After which his Majesty proceeded to the dock-yard, from whence he embarked on board a barge prepared for his reception. The barges of the boards of admiralty and navy attended, bearing the flags of their respective offices; followed by the admirals and captains of the fleet according to seniority with their flags and pendants. As soon as the royal standard was observed by the ships at Spithead, they manned their yards and saluted with 21 guns each. His Majesty was received on the quarter deck of the *Barfleur* by the board of admiralty. The side was manned by the lieutenants of the ship, and Captain Vernon, her commander, stood on the gangway. The standard was immediately displayed at the *Barfleur's* main-top gallant-mast head, the admiralty flag at the fore, and the union at the mizen: the fleet again saluting with 21 guns each. His Majesty visited every part of the ship, and dined on board; previous to his return on shore in the evening, he conferred the honour of knighthood on Vice-Admiral Pye, Rear-Admiral Spry, Captain Joseph Knight, the senior captain of the fleet; Captain Edward Vernon of the *Barfleur*, Captain Richard Bickerton of the *Augusta* yatch, who attended on his Majesty and steered his barge. Hugh Palliser, Esq. comptroller of the navy; and Richard Hughes, Esq. commissioner of the dock-yard, were created baronets. The captains of the floops of war were ordered to be promoted to the rank of post captains, the first lieutenants of the flag ships, and the lieutenants of the cutters, and the lieutenant of the *Augusta* yatch to be masters and commanders; and two midshipmen from each of the above ships to be lieutenants.

His Majesty ordered 1,500*l.* to be distributed among the artificers, workmen, and labourers of the dock-yard, victualling-office, and gun-wharf.

To the crews of the *Barfleur*, *Augusta* yatch, and his barge 350*l.*

To the poor of Portsea and Gosport 250*l.* and relieved the prisoners confined for debt in Portsmouth gaol.

Vice-Admiral Pye was promoted to be admiral of the blue; and Lord Edgecombe to be vice-admiral of the white.

A voyage was undertaken this year at the request of the Royal Society, to try how far navigation was practicable towards

towards the north pole, and whether there was a possibility of discovering a passage to the East-Indies by those frozen regions. The *Race-horse* and *Carcass* bombs, commanded by the honourable Captain Phipps* and Captain Lutwidge, were the vessels equipped for this enterprize. On the 2d of June they sailed from the Nore, and proceeded on their course to the north, without meeting any quantity of ice to obstruct their passage. On the 31st of July they had reached the latitude of 81 degrees 21 minutes north, when both the ships on a sudden became enclosed in a large body of ice; and were unavoidably driven by a strong current into a bay, the entrance of which was instantly closed up by the ice. The crews laboured with indefatigable zeal and perseverance for four or five days to force a passage through the ice, but all their exertions proved ineffectual. Their commanders on the 6th of August came to the resolution of hoisting the boats out, and to endeavour to save their lives by dragging them across the ice; every man was furnished with a certain quantity of provision, and they had actually quitted the ships and began this hazardous attempt; when the next day the wind blew from the eastward, and the ships were observed to move forward; there appearing some hopes of a deliverance, they hastened back to the ships; and on the 10th the wind blowing strong from the N. E. attended by a strong current, the ice gave way and began to drift. Every sail was set, and in the course of a few hours they were relieved from the prospect of that miserable and wretched fate which had befallen so many former adventurers. Captain Phipps finding it utterly impossible to penetrate farther to the north than the latitude of 81 degrees 36 minutes, which is much nearer to the pole than had ever hitherto been attempted; and that no practicable passage existed, determined to return to England; and both ships arrived at the Nore in the month of October.

Supplies granted by parliament.

		1774		
		<i>l.</i>	<i>s.</i>	<i>d.</i>
For 20,000 men for the sea service, including 4354 marines and sea ordnance	}	1,040,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers		444,188	4	3

* The late Lord Mulgrave.

A.D.	Towards the buildings, rebuildings, and	}	420,729	0	0
1774	repairs of his majesty's ships, &c.				
	Towards paying off and discharging	}	200,000	0	0
	the debt of the navy - -				
	Supplies for the navy - -		2,104,917	4	3
	Total supplies granted for the year		£6,159,661	2	11

In January the Endeavour storeship, commanded by Lieutenant Gordon, was sent to Falkland's Islands, with orders to bring home Lieutenant Clayton, and the party which had been left with him, together with all such stores as were judged serviceable. Lieutenant Clayton, previous to his quitting Port Egmont, fixed up a piece of lead with an inscription signifying that the islands, bays, forts, &c. appertained to his Britannic Majesty; he also left the British colours flying on the fort.

On the 4th of July the Kent, of 74 guns, commanded by Captain Charles Fielding, had nearly been destroyed while saluting the admiral, as she was sailing out of Plymouth Sound. The wadding from the guns having communicated with some powder in an ammunition chest on the poop, it instantly took fire and blew up all that part of the ship; the beams of the quarter-deck were forced in, and many others in different parts of the ship were broken. Almost all the men on the poop and after part of the ship were blown overboard, of whom about fifty were killed and dreadfully wounded.

1775	Supplies granted by parliament.					
	For 18,000 men for the sea service, including 4354 marines and sea ordnance - - -	}	936,000	0	0	l. s. d.
	For the ordinary of the navy, including half-pay to sea and marine officers					
	Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	}	297,379	0	0	
	Towards the support of Greenwich hospital - - -					
	Supplies for the navy - -		1,680,059	15	10	
	Total supplies granted -		£5,556,453	2	10	The

The following officers commanded his Majesty's squadron: A.D.
At Portsmouth, Rear-Admiral Montagu. 1775

Plymouth, Vice-Admiral Amherst.

Mediterranean, Rear-Admiral Mann.

North America, Vice-Admiral S. Graves.

Newfoundland, Rear-Admiral Duff.

Leeward Islands, Vice-Admiral Young.

Jamaica, Rear-Admiral Clarke Gayton.

East-Indies, Commodore Sir Edward Hughes, Knt.

On the 31st of March his Majesty ordered the following promotion of flag officers :

Sir Thomas Frankland, Bart. } To be Admirals of the
Duke of Bolton } White.

Francis Geary, Esq. } Admiral of the Blue.

James Young, Esq. } Vice-Admirals of the Red.

Sir Piercy Brett, Knt.

Sir John Moore, K. B.

Samuel Graves, Esq.

William Parry, Esq.

Hon. Augustus Keppel

Sir Peter Denis, Bart.

Mathew Buckle, Esq.

Robert Mann, Esq.

Clarke Gayton, Esq.

John Barker, Esq.

Sir Richard Spry, Knt.

John Montagu, Esq.

Sir Robert Harland, Bart.

James Sayer, Esq.

Lord Howe

*Earl Ferrers

*Hugh Pigot, Esq.

*Molineux Shuldham, Esq.

*Sir Joseph Knight, Knt.

*John Vaughan, Esq.

*John Lloyd, Esq.

*Robert Duff, Esq.

*John Reynolds, Esq.

*Sir Hugh Palliser, Bart.

*Hon. John Byron

*Earl Bristol

Rear-Admirals of the Red.

Rear-Admirals of the
White.

Rear-Admirals of the
Blue.

* Were the captains promoted.

A.D. 1775 Affairs began this year to wear a very serious aspect in North America ; which on the 19th of April broke out into acts of open hostility. A detachment of the king's troops and marines, under the command of Lieutenant-Colonel Smith and Major Pitcairn, having been sent to destroy some military stores, which the Americans had collected at Concord, were met and opposed at Lexington, by a large body of the militia, who obliged them to retire with considerable loss into the town of Boston. This was followed by the attack at Bunker's-hill on the 17th of June; at which place the Americans had collected in great force under General Putnam, and thrown up some strong redoubts. General Gage, who commanded in Boston, ordered the Generals Howe, Clinton, and Pigot, with about 2000 troops to attack the enemy's works, which were carried at the point of the bayonet after an obstinate resistance ; it was, however, a dear bought victory ; 226 of the British were slain, 19 of whom were commissioned officers, and upwards of 800 wounded. Only 30 wounded Americans and a few pieces of cannon were taken. The flame of war began now to blaze over the whole continent of America. General Montgomery, with about 2000 American troops, marched into Canada, took Ticonderoga, Crown Point, St. John's Fort, on the river Sorel, and on the 13th of November obliged Montreal to surrender. General Carleton, who was in the fort, with some difficulty escaped in a boat down to Quebec ; his whole force in the lakes consisting of eleven armed vessels, was pursued and taken by the Americans. Notwithstanding the severe season being far advanced, General Montgomery pushed forward with the utmost expedition to join Colonel Arnold, who had appeared on the heights before Quebec with a considerable force. The garrison was at this time extremely weak, and the works much out of repair ; General Carleton* was indefatigable in his exertions to put it in the best possible state of defence and to strengthen the garrison, he ordered the crews of the ships of war†, transports, and

* Afterwards Sir Guy Carleton and the present Lord Dorchester.

† Lizard - - - 28 Captain J. Hamilton

Hunter - - - 14 ——— Lord Hervey

Captain Hamilton, as a reward for the services he had rendered his country, was created a baronet, and appointed to command the Hector of 74 guns.

other vessels, to be landed and formed into a battalion, under the command of Captain John Hamilton and Lord Hervey. On the 31st of December the Americans made a general assault upon the city, and attempted to carry it by escalade; the unexpected and vigorous resistance with which they met, threw them into the greatest disorder. They were repulsed and fled in every direction, the carnage which ensued was immense. General Montgomery, with six or seven hundred of his troops were slain; and Colonel Arnold wounded, who retired with the shattered remains of his army in the utmost confusion. The only loss sustained by the garrison in this desperate attack was five men killed, and thirteen wounded. Lieutenant Saunderson, agent of transports, was among the former. A. D. 1775

On the 18th of October the inhabitants of the town of Falmouth, in the province of Massachusetts, having opposed with violence the loading of a mast ship; Admiral Graves directed Captain to proceed thither with some ships of war, and to demolish the town unless they delivered up to him all their artillery and small arms. This demand being refused, the ships opened a heavy cannonade, and in a short time destroyed 130 houses, 278 store and warehouses, a large new church, the court-house, and public library; to complete the demolition of the town a large body of seamen and marines were landed; but the Americans having by this time collected in great force, compelled them to retire to their boats, with the loss of several men.

In the southern provinces the Americans were equally violent against the British. In Virginia, North and South Carolinas, they obliged their governors, Lord Dunmore, Lord William Campbell, and Mr. Martin, to retire for safety on board the ships of war.

Towards the end of the year Commodore Sir Peter Parker sailed from Cork with a squadron of ships of war, and a fleet of transports, having on board a large body of troops, under the command of Earl Cornwallis, destined for North America.

In the West-Indies the Pomona and Ferret sloops of war of 18 guns each, commanded by the Captains Eastwood and Rodney foundered in a violent storm, and the whole of their crews perished.

A squadron of American privateers captured the Bolton brig

A.D. brig of 12 guns, commanded by Lieutenant Edward
 1775 Sneyd; and the Savage sloop of war of 8 guns, Captain Bromedge, was lost on the island of Scaterie the crew saved.

On the 29th of June his Majesty was pleased to order letters patent to be passed under the great seal of Ireland, for constituting one body politic and corporate by the name of the *Hibernian Marine Society in Dublin*, for maintaining, educating, and apprenticing the orphans and children of decayed seamen in his Majesty's royal navy and merchant service. The perpetual members are the Lord Lieutenant, the Archbishop of Armagh, primate of all Ireland, the Lord Chancellor, keeper of the great seal of Ireland, the members of parliament for the city of Dublin, the lord mayor of the city of Dublin, the senior master of the guild of merchants in the city of Dublin, and the archdeacon of Dublin, besides several other members who are elected, those for life are not to subscribe less than 20 guineas. The boys are admitted at eight years of age, security of not less than 10l. to be given for their demeanor and conduct at their admission. None but children of decayed, reduced, or deceased seamen are received into this charity. The boys are apprenticed only to the sea service or seafaring persons; the equipment of each boy when apprenticed is not to exceed 3l. 2s. 6d in expence of every kind. They are taught writing, arithmetic, and navigation.

1776 Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 28,000 men, including 6665 } marines - - - - - }	1,456,000	0	0
For the ordinary, including half-pay } to sea and marine officers - - }	426,904	19	6
For building, repairs, &c. - - -	339,151	0	0
For Greenwich hospital - - -	5,000	0	0
For discharging the navy debt - -	1,000,000	0	0
 Total for the navy - - -	 3,227,055	 19	 6
 Total of supplies granted for the year	 £9,097,577	 17	 10 ⁷ / ₈

On the 5th of February his Majesty was graciously pleased to order the following flag officers to be promoted, viz.

Sir

Sir James Douglas, Knt.	{	Vice-Admirals of the White, to be Vice-Admirals of the Red.	A.D. 1776
Lord Edgecombe,			
Samuel Graves, Esq.			
William Parry, Esq.			
Hon. Augustus Keppel,			
John Amherst, Esq.	{	Vice-Admirals of the Blue, to be Vice-Admirals of the White.	
Duke of Cumberland,			
Sir Peter Denis, Bart.			
Matthew Buckle, Esq.			
Robert Mann, Esq.			
Clarke Gayton, Esq.	{	Rear-Admiral of the Red, to be Vice-Admiral of the White.	
John Montagu, Esq.			
Sir Robert Harland, Bart.	{	Rear-Admirals of the Red, to be Vice-Admirals of the Blue.	
James Sayer, Esq.			
Viscount Howe,			
Earl Ferrers,			
Hugh Pigot,			
Molineux Shuldham, Esq.	{	Rear-Admiral of the White, to be Rear-Admiral of the Red.	
John Vaughan, Esq.			
William Lloyd, Esq.	{	Rear-Admirals of the Blue, to be Rear-Admirals of the Red.	
Robert Duff, Esq.			
John Reynolds, Esq.	{	Rear-Admirals of the Blue, to be Rear-Admirals of the White.	
Sir Hugh Palliser, Bart.			

Officers who commanded his majesty's squadron this year.

At Portsmouth, Vice-Admiral Sir James Douglas, Knt.

At Plymouth, Vice-Admiral Amherst.

Mediterranean, Vice-Admiral Mann.

North America,	Vice-Admiral Lord Howe.
	Rear-Admiral M. Shuldham.*
	Commodore Peter Parker, Knt.
	Commodore William Hotham.

Newfoundland, Vice-Admiral Montagu.

Leeward Islands, Vice-Admiral Young.

Jamaica, Vice-Admiral Gayton.

East-Indies, Commodore Sir Edward Hughes.†

* Created an Irish Peer July 2.

† Appendix, Chap. II. No. 157.

A.D. 1775 brig of 12 guns, commanded by Lieutenant Edward Sneyd; and the Savage sloop of war of 8 guns, Captain Bromedge, was lost on the island of Scaterie the crew saved.

On the 29th of June his Majesty was pleased to order letters patent to be passed under the great seal of Ireland, for constituting one body politic and corporate by the name of the *Hibernian Marine Society in Dublin*, for maintaining, educating, and apprenticing the orphans and children of decayed seamen in his Majesty's royal navy and merchant service. The perpetual members are the Lord Lieutenant, the Archbishop of Armagh, primate of all Ireland, the Lord Chancellor, keeper of the great seal of Ireland, the members of parliament for the city of Dublin, the lord mayor of the city of Dublin, the senior master of the guild of merchants in the city of Dublin, and the archdeacon of Dublin, besides several other members who are elected, those for life are not to subscribe less than 20 guineas. The boys are admitted at eight years of age, security of not less than 10l. to be given for their demeanor and conduct at their admission. None but children of decayed, reduced, or deceased seamen are received into this charity. The boys are apprenticed only to the sea service or seafaring persons; the equipment of each boy when apprenticed is not to exceed 3l. 2s. 6d. in expence of every kind. They are taught writing, arithmetic, and navigation.

1776	Supplies granted by parliament for the sea service.			
	For 28,000 men, including 6665 marines	}	L.	s. d.
			1,456,000	0 0
	For the ordinary, including half-pay to sea and marine officers	}	426,904	19 6
	For building, repairs, &c.	- -	339,151	0 0
	For Greenwich hospital	- -	5,000	0 0
	For discharging the navy debt	-	1,000,000	0 0
	Total for the navy	- -	3,227,055	19 6
	Total of supplies granted for the year		£9,097,577	17 10 ⁷ / ₈

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Lord Edgecombe,			
Samuel Graves, Esq.			
William Parry, Esq.			
Hon. Augustus Keppel,			
John Amherst, Esq.	}	Vice-Admirals of the Blue, to be Vice-Admirals of the White.	
Duke of Cumberland,			
Sir Peter Denis, Bart.			
Matthew Buckle, Esq.			
Robert Mann, Esq.			
Clarke Gayton, Esq.	}	Rear-Admiral of the Red, to be Vice-Admiral of the White.	
John Montagu, Esq.			
Sir Robert Harland, Bart.	}	Rear-Admirals of the Red, to be Vice-Admirals of the Blue.	
James Sayer, Esq.			
Viscount Howe,			
Earl Ferrers,			
Hugh Pigot,			
Molineux Shuldham, Esq.	}	Rear-Admiral of the White, to be Rear-Admiral of the Red.	
John Vaughan, Esq.			
William Lloyd, Esq.	}	Rear-Admirals of the Blue, to be Rear-Admirals of the Red.	
Robert Duff, Esq.			
John Reynolds, Esq.	}	Rear-Admirals of the Blue, to be Rear-Admirals of the White.	
Sir Hugh Palliser, Bart.			

Officers who commanded his majesty's squadron this year.

At Portsmouth, Vice-Admiral Sir James Douglas, Knt.

At Plymouth, Vice-Admiral Amherst.

Mediterranean, Vice-Admiral Mann.

North America,	{	Vice-Admiral Lord Howe.
		Rear-Admiral M. Shuldham.*
		Commodore Peter Parker, Knt.
		Commodore William Hotham.

Newfoundland, Vice-Admiral Montagu.

Leeward Islands, Vice-Admiral Young.

Jamaica, Vice-Admiral Gayton.

East-Indies, Commodore Sir Edward Hughes.†

* Created an Irish Peer July 2.

† Appendix, Chap. II. No. 157.

A.D. 1776 Sixteen sail of the line, in addition to the guard-ships, were put into commission, press warrants issued, rendezvous opened, and a bounty offered by proclamation for seamen to enter into the royal navy.

Lord Howe sailed from Spithead with a squadron of ships of war, and several transports for North America; and on the 6th of May Commodore Hotham sailed with another squadron and transports for the same place.

On the 5th of July, a dreadful accident happened on board the Marlborough, of 74 guns, commanded by Captain Samuel Hood, while clearing for dock in Portsmouth harbour, occasioned by some gunpowder taking fire which had been carelessly left in the magazine. The fore part of the ship was on fire for some time, several of the beams were broken, and in many places the decks were torn up by the explosion. Twelve seamen, three women, and three children were killed, and above fifty people were wounded. The gunner was tried by a court-martial for so shameful a breach of his duty, and sentenced to be dismissed the service.

On the 25th of the same month, Sir Thomas Rich, in the Enterprize frigate, of 28 guns, being in the bay of Biscay, fell in with a French squadron, consisting of two ships of the line, and several frigates, under the command of the Duke de Chartres. The Enterprize stood on her course, and passed within hail of the French admiral, who hailed, and desired the commander of the British frigate to bring to, and come on board. Sir Thomas Rich replied, that if the admiral had any thing to communicate, he might send himself on board the Enterprize. The French admiral enraged at this refusal, declared, unless his orders were obeyed, he would fire into the frigate. This threat had no effect on Sir Thomas Rich, who continued firm in his Resolution, and told him, that he obeyed no orders but those which came from his own admiral. The spirited conduct of the British commander so pleased the Duke de Chartres, that he changed his demand into a request; upon which all animosity ceased, and the first lieutenant of the Enterprize was sent on board, who was received by the French admiral, and all his officers, with much respect.

On the 7th of December, the dock-yard at Portsmouth was wilfully set on fire in the rope-houses; the conflagration was very great; and before the flames could be extinguished, considerable damage was done. The perpetrator of this diabolical

diabolical act was afterwards apprehended, as will be seen in the events of the next year. A.D. 1776

On the 1st of January, the town of Norfolk, in Virginia, was destroyed by a squadron of his majesty's ships,* for having refused to supply them with provisions. The loss sustained by the destruction of this once flourishing town, was estimated at 300,000*l.* sterling.

On the 23d of March, the Congress of America issued letters of marque to cruize against the subjects of Great Britain.

Early in the year an American squadron,† consisting of five sail, under the command of Commodore Hopkins, proceeded to the Bahama islands, and plundered the settlement at Providence, carrying off with them the governor, some artillery and naval stores. On the 6th of April, on the return of this squadron to Boston, being about eight leagues from Block Island, it fell in with, and attacked his majesty's ship the Glasgow, of 20 guns, and 150 men, commanded by Captain Tyringham Howe, who, after an obstinate resistance, obliged the Americans to sheer off. The Glasgow being much crippled in her masts and rigging, bore away for Rhode Island. Her loss was one man killed, and three wounded.

In April, the garrison of Quebec was fortunately relieved by the arrival of Sir Charles Douglas, in the Isis, of 50 guns, with the Surprise, of 28, Captain Robert Linzee, and Martin sloop of war of 14, Captain Henry Hervey. These ships had, by the vigour and perseverance of their crews, forced their way through the ice in the river St. Lawrence. On their passage, they destroyed an American armed schooner, and retook the Gaspée. General Carleton availed himself of this timely reinforcement, to march out and attack the American army, which was encamped before

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
* Liverpool,	-	28	Captain Bellew.
-	-	14	
-	-	14	
Dunmore A. S.	-	14	

<i>Ships.</i>		<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
† Alfred,	-	26	220	Commodore Hopkins.
Columbus,	-	28	220	Captain Whipple.
Annadonna,	} brigs,	16	130	—— Biddle.
Cabot,		14	120	—— Hopkins, jun.
Providence,		12	90	—— Hazard.

Quebec.

A.D. 1776 Quebec. On his approach, they fled in every direction, abandoning their camp, artillery, military stores, and all their implements for carrying on the siege.

Early in May, Sir Peter Parker arrived with his squadron, and some transports, off Cape Fear,* where he was joined by General Clinton, and a reinforcement of troops. The fleet immediately proceeded to the attack of Charlestown, in South Carolina. It was the beginning of June before the fleet crossed the bar, having been delayed a considerable time in bringing the heavy ships to an easy draught of water; it was then found necessary, before they could advance higher up to possess themselves of Sullivan's Island, which lay about six miles below the town, and was strongly fortified. On the 28th of June, the general and commodore had finally settled their plan of attack. On the morning of that day, the Thunder bomb took her station, covered by the Ranger armed ship, and began to throw shells into the fort; at the same time the Bristol, Experiment, and Solebay, brought up and opened a most furious cannonade. The Sphinx, Syren, and Actæon, before they could reach their stations, owing to the unskilfulness of their pilots, ran upon some shoals and stuck fast; the two first, with much difficulty, were got off, but not until it was too late for them to be of any service. It being found impossible to save the Actæon, the commodore ordered her commander to destroy her; she was accordingly burnt the next day.

The springs of the Bristol's cable being cut by the shot, she lay for some time exposed to a dreadful raking fire. Captain Morris, her commander, was severely wounded in several places, notwithstanding which he refused to quit his station, until an unlucky shot took off his arm, when he was obliged to be carried off the deck, in a condition which gave little hopes of a recovery. It is said of this brave man, that from a prodigious effusion of blood, his dissolution appeared inevitable; one of the officers asked him if he had any directions to give with respect to his family. To which he nobly answered, "None; as he left them to the providence of God, and the generosity of his country."†

* Appendix, Chap. II. No. 158.

† His majesty was graciously pleased to settle a pension upon his widow and children. The present Captain Morris, of the navy, is one of his sons.

The firmness with which the enemy stood to their guns, added to their cool and deliberate fire, made great havock on board the ships. The Bristol's quarter-deck was once entirely cleared, excepting the commodore, who displayed the most intrepid courage and resolution. Unfortunately, the army under General Clinton all this time remained inactive, not having been able to cross that part of the river which the guides had represented as fordable. Upon the approach of night, Sir Peter Parker finding all hope of success at an end, called off his shattered ships before the tide of ebb was too far spent, and retired out of reach of the enemy's shot. In this dreadful cannonade, which continued above ten hours; the Bristol had 111 men killed and wounded; the Experiment 79 men killed and wounded; among the latter was Captain Scott, who lost his arm.* Soon after Sir Peter Parker repassed the bar, and sailed to New York.

In June, Vice-Admiral Lord Shulldham, in conjunction with General Sir William Howe, sailed from Halifax on an expedition against New York. On the 3d of July, the fleet passed the bar at Sandy Hook, and anchored off Staten Island, which was taken possession of by the troops without opposition. In the mean time (on the 1st of July,) Lord Howe arrived at Halifax from England; and finding the fleet had sailed, he instantly proceeded to New York, and joined Lord Shulldham on the 14th.

On the 4th of the same month, the Thirteen United Provinces of America, declared themselves free and independent states.

In order to facilitate the reduction of New York, Commodore Hotham was detached with a squadron to Gravesend Bay, Long Island, to cover a descent which was to be made with a body of 15000 troops, under the command of Generals Howe, Clinton, and Lord Cornwallis. The troops were embarked on board of seventy-five flat boats, two galleys, and eleven batteaus. Early in the morning on the 22d of August, the boats, &c. began to row towards the shore, formed into nine divisions, under the command of the Captains Vandeput, Mason, Curtis, Caldwell, Phipps, Caulfield, Appleby, Duncan, and Lieutenant Reeve, of the Eagle, supported and covered by the Phoenix, Greyhound, and Rose, with the Thunder and Carcass bombs.

* Captain Scott receives a pension of 300l. per annum. |

A. D. 1776 Before noon on the same day, the whole were landed without opposition. On the 25th, some ships of war were ordered, under Sir Peter Parker, to approach nearer to the town of New York; and another small squadron, under Commodore Hotham, was sent to co-operate with the army, and to cover the general attack.* On the 15th of September, the Americans were driven out of New York; and they were soon after obliged to evacuate the island. General Washington retreated with great skill and address into the Jerseys, where he was pursued by the British troops, who, before the end of November, were in possession of almost the whole of those provinces.

On the 9th of October, Captain Hyde Parker, in the *Phoenix*, with the *Roebuck* and *Tartar*, was sent up the North River, to co-operate with a detachment of the army, to intercept any supplies which might be sent to the Americans by that channel. The ships sustained a heavy cannonade on passing the enemy's batteries; a lieutenant and nine men were killed on board the *Roebuck*, and 18 wounded.

On the 11th of December, Commodore Sir Peter Parker, and General Clinton, were sent with a squadron of ships of war, and a body of land forces, to reduce Rhode Island.† On the approach of the fleet, the Americans abandoned their strong posts, and the island was taken possession of by the general, without the loss of a man. Sir Peter Parker in the mean time blocked up their principal naval force in the harbour of Providence.

On the 11th of October, the squadron under the command of Captain Pringle, on Lake Champlain, attacked that of the Americans,‡ which was drawn up in an advantageous position, to defend the passage between the island of Valicour and the main; the enemy being to windward, the larger vessels could not be worked up, to support the Carleton schooner and gun boats, which maintained a warm action for several hours, in which the enemy had their largest schooner burnt, and a gondola sunk. At night, Captain Pringle called off the vessels engaged, and anchored his fleet in a line, to be ready for the attack the next morning; but General Arnold, who commanded the American squadron,

* Appendix, Chap. II, No. 159, the detached squadron at the reduction of New York.

† Appendix, Chap. II, No. 160.

‡ Appendix, Chap. II, No. 161.

being

being sensible of the inferiority of his force, availed himself of the darkness of the night, and withdrew towards Crown Point. At day-break none of the enemy's vessels were to be seen: Captain Pringle instantly went in pursuit, and on the 13th, at noon, came up with them a few leagues short of Crown Point. Another action ensued, and continued with great obstinacy for two hours, when the enemy dispersed, and fled in every direction; the Washington galley, with General Waterburn on board, was taken; General Arnold, in the Congress galley, and five others, ran ashore, and were burnt by their own crews, who escaped into the woods. Four or five others effected their escape to Ticonderoga.

The Repulse of 32 guns, Captain Henry Davis, being on a cruize off the Island of Bermudas, foundered in a violent storm; the whole of her crew perished.

Abstract of Captain James Cook's last voyage.*

On the 11th of July, Captain Cook sailed from Plymouth

* A list of the officers who sailed on board the Resolution and Discovery, and how they have been disposed of.

RESOLUTION:

Capt. James Cook,	killed at Owhyee.	
John Gore,	1st lieutenant,	capt. of Green. Hof. dead.
James King,	2d lieutenant,	post captain, since dead.
John Williamson,	3d lieutenant,	post captain, dead,
William Bligh,	master,	post captain.
Phillips,	lieut. marines,	
Lenyon,	master's mate,	lieutenant,
Hervey,	ditto,	master and commander.
Roberts,	ditto,	dead.
Trevanion,	midshipman,	lieutenant, killed a commodore in the Russian service, in an action with the Swedish fleet, 1789.
Gibrow,	midshipman,	dead.
Hergest,	ditto,	lieutenant, commanding a transport, killed at the Sandwich Islands by the natives.
Mead,	ditto,	dead.
Ward,	ditto,	
Taylor,	ditto,	post captain.
Anderson,	surgeon,	dead.
Samwell,	surgeon's mate,	dead.
Davis,	ditto,	
Webber,	draftsman,	
Bayley,	astronomer,	master of the Portf. Acad.

DISCOVERY.

A.D. 1776 mouth Sound in the Resolution, accompanied by the Discovery, Captain Charles Clarke. Omai, a native of Otaheite, who had been brought to England by Captain Furneaux, was sent on board the Resolution to return to his native island. The object of this voyage was to endeavour to discover a passage between the continent of Asia and America. Captain Cook first proceeded to the Cape of Good Hope, and from thence to New Holland. On his passage he discovered two islands, situated between the 46th and 47th degrees of south latitude; and the 37th and 38th of east longitude, to these he gave the name of Prince Edward's Islands; they are barren and covered with snow. Leaving New Holland, Captain Cook sailed for New Zealand, the Friendly and Society Islands; he remained cruizing and exploring among these islands for some time, and then steered to the northward. On the 24th of December, 1777, a small island was discovered, to which Captain Cook gave the name of Christmas Island. It is situated in the latitude of $1^{\circ} 59'$ north, and longitude $202^{\circ} 30'$ east; it is very low, the soil chiefly sand, some cocoa-nut trees, and several small plants and shrubs were growing upon it. Turtle were in great abundance; and many other kinds of fish were caught. No fresh water could be found. The island is between 15 to 20 leagues in circumference. On the 2d of January, 1778, Captain Cook sailed from hence, leaving a bottle on shore with a parchment in it, in which he wrote the following inscription, viz.

Georgius, Tertius Rex, Decembri 31, 1777.

Naves { Resolution, James Cook Pr.
Discovery, Charles Clarke Pr.

DISCOVERY.

Capt. Charles Clarke,	died at Sea 22d Aug. 1779, off Awatka bay.
James Burney,	1st lieutenant, post captain.
James Rickman,	2d lieutenant, still lieutenant.
T. Edgar,	master, lieutenant.
Portlock,	masters' mate, post captain.
Home,	ditto, Lord Marchmont.
Hollenby,	midshipman, dead.
Martin,	ditto, lieutenant.
Vancouver,	ditto, post captain, since dead.
Riou,	ditto, { post captain; killed capt. of the Amazon, 1801.
Forrester,	ditto, dead.
Law,	surgeon, dead.
Ellis,	surgeons' mate, dead.

Continuing

Continuing his course to the north, on the 18th of the same month a cluster of islands was discovered, to which he gave the name of the Sandwich islands, they lie between the latitude of $21^{\circ} 30'$ and $22^{\circ} 15'$ north, longitude $199^{\circ} 20'$ and $201^{\circ} 30'$ east, almost midway between the coast of California and the Ladrone islands. Captain Cook observes, that these islands may prove extremely useful to the Spaniards, for their Manilla ships to stop and get refreshments, as they are obliged to make the coast of California. Captain Cook remained among these islands until the 2d of February, when the Resolution being driven from her anchorage, he pursued his voyage to the north. On the 6th of March the ships being in the latitude $44^{\circ} 33'$ north, and longitude $235^{\circ} 20'$ east, the coast of America was seen extending from N. E. to S. E. On the 31st an inlet was discovered, in which they anchored, its latitude is $49^{\circ} 33'$ north, and longitude $233^{\circ} 12'$ east. Captain Cook gave it the name of King George's Sound; it is called by the natives Nootka; he speaks of them as an indolent, inoffensive race, who chiefly live by fishing. On his departure he continued to sail along the N. W. coast of America, touching at Prince William's Sound, and the island Onalaska, until he discovered Behring's Straits, which separate it from the continent of Asia. On the 20th of August, 1778, the ships had succeeded so far as to reach the latitude of $70^{\circ} 54'$ north; they were then obstructed in any farther progress by an impenetrable continent of ice. Captain Cook, however, persevered in his endeavours to force his way through until the 25th; but finding it was utterly impracticable, he relinquished the attempt, and steered to the southward, with the intention of passing the winter at the Sandwich islands. On the 26th of November, after having experienced some very tempestuous weather, he got sight of the above islands. Captain Cook continued to explore them until the 17th of January, 1779, when a convenient bay was found in the island of O'Whyéé, where the ships might lye secure and refit; in order to prosecute their voyage again to the north whenever the season should permit. A friendly intercourse subsisted between the natives and the crews of the ships, until the 13th of February, a boat belonging to the Discovery being stolen by the natives, Captain Cook gave directions that no canoe should be permitted to

A.D. 1776 go out of the bay, until it was restored; for which purpose he went on shore the next day to negotiate with the chiefs. At this time a canoe attempted to escape out of the bay, and being fired at from the guard boats, unfortunately a chief was killed. The news soon reached the shore, when a most horrible scene presented itself; the natives flew to their arms, and in great numbers assailed with stones, clubs, and other weapons, Captain Cook and the party of marines with him. The officers in the boats seeing the imminent danger their companions were in, fired among the natives, by which some were killed and wounded; Captain Cook, to spare the further effusion of blood, turned about to give directions for the boats to desist firing, when the islanders rushed forward and stabbed him in the back; he fell with his face into the water. Upon seeing him fall the natives set up a general shout, and dragged his body on shore, where they completed their savage and inhuman work, each shewing a brutal eagerness to share in his destruction. Four marines fell also a sacrifice to these barbarians' fury. Lieutenant Philips, of the marines, and three privates swam off to the boats dangerously wounded. The bodies of the slain were carried into the woods; where they were cut up and mangled in a most shocking manner. At the expiration of some days, part of the mutilated body and many of the bones of our much-lamented countryman, Captain Cook, were delivered up to Captain Clarke, who had them committed to the deep with the usual military honours.

The command now devolved on Captain Clarke, who removed on board the *Resolution*, and appointed Lieutenant Gore to the command of the *Discovery*.

On the 20th of February the ships sailed from O'Whyée, continuing to cruize amongst and occasionally to visit the Sandwich islands until the 15th of March; when they took their final departure, and shaped their course to the N. W. On the 23d of April the mountains of Kamtschatka were seen, but strong N. E. winds, attended with frequent fogs, snow, and sleet, prevented the ships from getting into Awatska bay before the 28th. The intense frost and high winds greatly impeded the refitting of the ships, especially in stopping a bad leak, which the *Resolution* had sprung. As the season advanced, the weather became more mild, so that they were in readiness for sea by

by the beginning of June. During their stay at this place, the Russians rendered them every assistance in their power, and treated them with the greatest friendship and hospitality. On the 12th of June Captain Clarke weighed anchor from Awatska bay, and pursued his course to the N. E. along the coast of Kamtschatka. On the 6th of July the ships again entered Bhering's straits, and proceeded as far to the north as the latitude of $70^{\circ} 33'$. Here the quantities of drift and solid ice, by which they were frequently surrounded, and often in imminent danger of being crushed to pieces, put a stop to their farther advancement. Captain Clarke, however, was resolved still to persevere in his endeavours to prosecute the object of his voyage, and for some time struggled against insurmountable difficulties; at length being convinced that no practicable passage existed between the Atlantic and Pacific oceans to the north, he relinquished all further pursuit, and on the 25th of July bore away to the southward, and steered for Awatska bay, in order to refit and repair the damages which the ships had received from the ice. On the 22d of August Captain Charles Clarke, who had been for a considerable time in a deep decline, expired in the 38th year of his age. The next day the ships anchored in Awatska bay. Captain Gore, on whom the command devolved, went on board the Resolution, and appointed Lieutenant King to the command of the Discovery. They continued at this place until the 9th of October; when it was the opinion of Captains Gore and King, with the rest of the principal officers on board, that the ships were in no condition to undertake any more attempts to the northward; it was therefore resolved to execute the further instructions of the admiralty, which were to explore the Japanese islands, and to return home by the coast of China, and the Cape of Good Hope. Nothing very material occurred during the latter part of this voyage. On the 4th of October, 1780, the Resolution and Discovery arrived safe at the Nore, after an absence of four years, two months, and twenty-two days. In the course of this long voyage the Resolution had only five men, who died by sickness, and three of these were in a precarious state of health at their departure from England. The Discovery was still more fortunate, not having lost a man by sickness.

A.D. Supplies granted by parliament for the sea service.

1777			l. s. d.		
	For 45,000 men, including 10,129 } marines and sea ordnance - - }		2,340,000	0	0
	For the ordinary, including half-pay } to sea and marine officers - - }		400,805	2	10
	For building, repairs, &c. - -		465,500	0	0
	For Greenwich hospital - -		4,000	0	0
	Towards discharging the navy debt -		1,000,000	0	0
	Total for the navy - -		4,210,305	2	10

Total supplies granted for the year £12,895,543 0 2

On the 20th of May his Majesty ordered the following promotion of flag officers, viz.

The Hon. John Byron } Rear-Admirals of Blue to be
Earl Bristol } Rear-Admirals of White.

CAPTAINS.

George Mackenzie, Esq. } To be Rear-Admirals of the
Matthew Barton, Esq. } Blue.
Sir Peter Parker, Knt. }

The 6th of February letters of marque and reprisal were granted by the admiralty against the thirteen revolted provinces of America*.

On the 18th of May the Beaver sloop of war of 14 guns, and 125 men, commanded by Captain Jones, being on a cruize off St. Lucia, fell in with, and after a smart action of three quarters of an hour, captured the Oliver Cromwell, American privateer of 24 guns, 10 swivels, and 10 cohorns, and 150 men, commanded by Captain Harman; 20 of whom were killed and as many wounded. The Beaver had three men wounded. She was taken into the service and named the Beaver's prize.

In the month of July the Fox frigate, of 28 guns, Captain Patrick Fotheringham, was taken on the banks of Newfoundland by the Hancock and Boston American frigates, of 32 guns, each commanded by Captains Manley and M'Neil. On the 18th of August these frigates with their prize off the coast of Nova Scotia, were chased by the Rainbow, of 40 guns, Captain Sir George Collier; upon which they separated and steered different courses.

* For the ships employed this year, see Appendix, Chap. II. No. 162.
After

After a pursuit of 39 hours and firing a few guns, the Hancock struck to the Rainbow. During the chase the Flora, of 32 guns, Captain Brisbane, came in sight, and retook the Fox. The Boston made her escape. A.D. 1777

On the 23d of July Lord Howe sailed from Sandy Hook with a fleet of 267 sail, on board of which was embarked a considerable body of troops, destined for the reduction of Philadelphia. They were so much impeded on their passage by calms and contrary winds, that it was the 14th of August before they reached the Chesapeake.

On the 11th of September the American army was defeated in a severe battle fought at Brandywine; General Washington retreated to Philadelphia; but finding that he could not maintain his position there without the hazard of a general action, abandoned that capital to its fate, and continued his retreat several miles higher up the river. On the 26th of the same month the British troops took possession of it. A few days after the Delaware, an American frigate, of 32 guns, assisted by some other armed vessels, attempted to obstruct the troops who were employed to throw up batteries next the sea. Upon the falling of the tide the frigate got aground and was taken; the rest cut their cables and pushed up the river. Captain Andrew Snape Hammond* appointed Mr. Watt, his first lieutenant, to command the Delaware, who pursued and destroyed the whole of them, amounting to seventeen sail; for the active services which Mr. Watt performed, Lord Howe confirmed the appointment. Before the ships of war could proceed higher up the river, it was necessary that several machines (resembling chevaux-de-frize) which the enemy had sunk to block up the channel, should be removed. This arduous undertaking was entrusted to Captain Hammond, who, after much perseverance and great exertions, succeeded in weighing up a sufficient number of them to secure a safe passage for the ships, notwithstanding he was frequently annoyed by the enemy's floating batteries. The next object was to dislodge the enemy from the strong posts which they held at Red bank and Mud islands. To effect this service, on the 22d of October the Augusta, Somerset, and Isis,† were ordered to can-

* The present comptroller of the navy.

† Commanded by the Captains Francis Reynolds, Hon. William Cornwallis, and George Ourry. The Merlin was commanded by Captain Samuel Reeve.

A.D. 1777 nonade the batteries on the island, and a detachment of Hessians were at the same time to attack the redoubt at Red-bank. The channel through which the ships were to pass was found to be still considerably injured; this prevented them from anchoring near enough to the batteries for their fire to have much effect. The Augusta and Merlin sloop took the ground, in this situation they maintained a heavy cannonade, and baffled the efforts of the enemy, who sent down four fire-rafts to destroy them. The Augusta, by some accident, it is believed from the wadding of her own guns, took fire; the flames burst out with so much rapidity and fury, that the crew were obliged to abandon her, and she soon blew up, involving in her destruction the Merlin sloop. Many poor fellows perished; the only officers were Mr. Baldock, second lieutenant of the Augusta, with the chaplain and gunner. The Somerset and Isis were obliged to retire; and the Hessians were repulsed at Red bank with considerable slaughter.

On the 15th of November a more vigorous and successful attack was made on Mud island;* the cannonade was so furious that the enemy were driven from their guns and retired in great precipitation. The Americans on the main soon shared the fate of their companions on Mud island; which opened a free and unmolested communication to Philadelphia by water.

On the 6th of October Commodore Hotham sailed up the north river with a squadron of frigates, to co-operate with a body of troops under the command of Sir Henry Clinton, in hopes of gaining Albany, and forming a junction with the army under General Burgoyne. The forts Montgomery and Clinton were carried by storm. The enemy on their retreat set fire to two new frigates and several other vessels, which were consumed with their artillery and stores: as the fleet and army approached, they also abandoned and burnt fort Constitution and Conti-

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Killed.</i>	<i>Wounded.</i>
* Somerset - -	70	George Ourry - - -	0	5
Isis - -	50	Hon. W. Cornwallis - -	0	3
Rocbuck - -	44	And. Snape Hammond -	3	7
Pearl - -	32	Hon. Geo. K. Elphinstone	1	3
Liverpool - -	28	Henry Bellew - -	none	
Vigilant A. S. -	20		2	
Cornwallis galley -			-	2
An armed sloop -	3	Lieut. Botham - - -	none	
				mental

mental village, in the last were barracks for 1500 men; a large boom or chain of a curious construction was either carried away or sunk, its value was estimated at 70,000 sterling. A.D. 1777

In the mean time Sir James Wallace* with a flying squadron, and General Vaughan with a body of light troops, pursued and completed the destruction of the enemy's force in the north river†.

In Canada General Carleton compelled the American army, under General St. Clare, to abandon Ticonderoga; while Captain Lutwidge, who commanded on the lakes, pursued and captured or destroyed their whole remaining naval force.‡ General Burgoyne was not equally fortunate. After having fought two bloody engagements and penetrated as far as Saratoga, he found his army so much reduced; at the same time it was hemmed in on all sides by a superior force of the enemy: in this situation, on the 17th of October, he was under the humiliating necessity of entering into a convention with General Gates.

On the 4th of September the Camel, of 20 guns, the honourable Captain William Clement Finch, with the Druid and Weasel sloops, being in the latitude of $40^{\circ} 33'$ north, and longitude $50^{\circ} 17'$ west, with the North American trade under their convoy, discovered a strange sail bearing down upon them; at five P. M. she had approached to within pistol shot of the Druid, which was at some distance to windward of the convoy; and hoisted American colours, at the same time hailed and desired Captain Carteret to strike to the honour of the Congress, followed immediately by pouring a broadside into the Druid, by which Captain Carteret was so dangerously wounded that he was obliged to be carried off the deck, and by the same shot the master was killed. Lieutenant John Bouchier, on whom the command devolved, maintained the action with

* Knighted February 13th.

† Appendix, Chap. II. No. 163. Commodore Hotham and Wallace's squadrons.

‡ Vessels destroyed or taken by Captain Lutwidge on Lake George. Turnbull, galley, two 18 pounders, two 6 pounders, six 4 pounders, four 2 pounders, and 12 swivels, taken.

Liberty, schooner, laden with powder, taken.

Revenge, sloop, blown up.

Gates, galley, two 12 pounders, two 26 pounders, three 4 pounders, four 2 pounders, and 8 swivels, burnt.

Enterprize, schooner, burnt.

A.D. 1777 great bravery until half past six o'clock, when the enemy hauled to windward and made sail. Lieutenant Bouchier used every effort to pursue her, all of which were ineffectual; the *Druid* was a complete wreck, her masts, rigging, and sails cut to pieces, and five feet water in her hold. The *Camel* and *Weasel* were too far to leeward to render her any assistance. The enemy's ship appeared to be a frigate mounted with 38 or 40 guns. Upon Captain Finch joining the *Druid*, he found she was in too shattered a condition to prosecute the voyage, he therefore ordered Mr. Bouchier to proceed with her to England; on his arrival he was promoted to the rank of master and commander, as a reward for his bravery.

On the 22d of the same month the *Alert* cutter of 10 guns, 10 swivels, and 60 men, commanded by Lieutenant John Bazeley,* at half past seven in the morning came up with and brought to action an American brig privateer; the engagement continued with much gallantry until ten; when the American availing himself of the disabled state of the cutter made sail. By the activity of Lieutenant Bazeley she was soon in a condition to pursue the enemy, and at half past one renewed the action; at two she struck, and proved to be the *Lexington*, of 16 guns, 12 swivels, and 84 men; seven of whom were killed, and 11 wounded. The *Alert* had 2 men killed, and 3 wounded.

OCCURRENCES AT AND NEAR HOME.

1778 Supplies granted by parliament for sea service.

	l.	s.	d.
For 60,000 men, including 11,829 } marines, and sea ordnance -	3,120,000	0	0
For ordinary, including half-pay to } sea and marine officers - -	389,200	16	0
For building, repairs, &c. - -	488,695	0	0
For Greenwich hospital - -	4,000	0	0
Towards discharging the navy debt	1,000,000	0	0
Total for the navy - -	5,001,895	16	0
Total supplies granted for the year	£14,345,497	18	10½

* The present Admiral Bazeley.

On the 23d of January his Majesty ordered the following promotion of flag officers. A.D. 1778

John Reynolds, Esq.	} Rear-Adm. of White to be Rear-Admirals of the Red.
Sir Hugh Palliser, Bart.	
Hon. John Byron	
Earl Bristol	
George Mackenzie, Esq.	} Rear-Admirals of Blue to be Rear-Admirals of the White.
Matthew Barton, Esq.	
Sir Peter Parker, Knt.	

Captains.

Hon. Samuel Barrington	} To be Rear-Admirals of the White.
Marriot Arbuthnot, Esq.	
Robert Roddam, Esq.	
George Darby, Esq.	
John Campbell, Esq.	} To be Rear-Admirals of the Blue.
Christopher Hill, Esq.	
James Gambier, Esq.	
William Lloyd, Esq.	
Francis William Drake, Esq.	
Sir Edward Hughes, Knt.	
Hyde Parker, sen. Esq.	

January the 29th the following flag officers were promoted.

Sir Charles Hardy, Knt.	} Admirals of the Blue to be Admirals of the White.
Earl Northesk	
Sir Thomas Pye, Knt.	
Francis Geary, Esq.	} Vice-Ad. of the Red to be Ad. of the White.
Sir George Bridges Rodney, Bart.	
James Young, Esq.	} Vice-Admirals of the Red to be Admirals of the Blue.
Sir Percy Brett, Knt.	
Sir John Moore, Bart.	
Sir James Douglas, Knt.	
Lord Edgewcombe	
Samuel Graves, Esq.	
William Parry, Esq.	
Hon. Augustus Keppel	
John Amherst, Esq.	
Duke of Cumberland	
Sir Peter Denis, Bart.	} Vice-Admirals of the White to be Vice-Ad- mirals of the Red.
Matthew Buckle, Esq.	
Robert Mann, Esq.	
Clarke Gayton, Esq.	
John Montagu, Esq.	

Earl

A. D. 1778	Earl Ferrers, Hugh Pigot, Esq. Lord Shulldham,	}	Vice-Admirals of the Blue, to be Vice-Admirals of the White.
	John Vaughan, Esq.		Rear-Admiral of the Red, to be Vice-Admiral of the White.
	John Lloyd, Esq. Robert Duff, Esq. John Reynolds, Esq. Sir Hugh Palliser, Bart. Hon. John Byron, Earl Bristol,	}	Rear-Admirals of the Red, to be Vice-Admirals of the Blue.
	George Mackenzie, Esq. Matthew Barton, Esq. Sir Peter Parker, Knt. Hon. Sam. Barrington, John Campbell, Esq. Christopher Hill, Esq.		Rear-Admirals of the White, to be Rear-Admirals of the Red.
		}	Rear-Admirals of the Blue, to be Rear-Admirals of the White.

On the 18th of March, the French king issued an edict to seize all British ships in the ports of France; and on the 27th of the same month an embargo was laid on all French shipping in the British ports. Both countries were busily employed in the equipment of powerful fleets; and every proceeding indicated a speedy rupture.*

On the 13th of April, a squadron of French ships of war, under the command of the Comte D'Estaing, sailed from Toulon, destined for North America.† Although the sailing of this squadron was made known to the minister on the 27th, no measures were taken to intercept it, until the 5th of June, when Admiral Byron sailed from Spithead‡ in quest of it.

In the night on the 3d of July, the British squadron was dispersed in a heavy gale of wind from the north. The Princess Royal, Invincible, Culloden, and Guadaloupe, were the only ships left with the admiral. On the 6th, the Culloden parted company; and on the 21st, the Invincible and Guadaloupe; the two last bore away for St. John's, Newfoundland, where they arrived in a most crippled con-

* Appendix, Chap. I. No. 189, &c. State of the British and French Navies.

† Appendix, Chap. II. No. 164.

‡ Appendix, Chap. II. No. 164.

dition. On the 5th of August, the Culloden joined the admiral, and on the 11th she again parted company. Admiral Byron alone pursued his course for New York. On the 18th, twelve sail of large ships were perceived at anchor close in shore, which they soon discovered to be part of D'Estaing's squadron. The admiral, finding that he could not possibly get into Sandy Hook, without passing through the enemy, bore away for Halifax, where he arrived on the 26th. A.D. 1778

The command of the channel fleet was conferred on the honourable Admiral Keppel, who, on the 13th of June, sailed from St. Helens on a cruise in the Bay of Biscay.* On the 17th, being about eight leagues to the S. W. of the Lizard, the admiral chased four sail which were observed reconnoitering the fleet. In the evening the Milford came up with, and brought into the fleet the *Licorne* French frigate, of 32 guns and 230 men. The admiral directed Lord Longford, in the *America*, to stay by her all night. The next morning he observed she was making preparations to get off; and remonstrated with the French captain on the impropriety of such conduct; this being of no avail, he then ordered a shot to be fired over her; upon which the Frenchman discharged his whole broadside into the *America*, and instantly struck his colours; fortunately only four men were wounded.

The *Arethusa* and *Alert* cutter pursued the other vessels out of sight of the fleet. At night the *Arethusa* came up with *La Belle Poule*. Captain Marshall informed her commander, that his orders were to conduct him to the British admiral, with which the French captain peremptorily refused to comply; Captain Marshall then fired a shot over her, which was instantly returned by a broadside from the *Belle Poule*. A desperate engagement ensued, and continued with great obstinacy for two hours; by this time they were close in with the French coast; the *Belle Poule* stood into a small bay, from whence a number of boats came out and towed her into a place of safety. The *Arethusa's* main-mast fell over the side, and she was otherwise so disabled, that it was with the utmost difficulty she could clear the land. The next morning the *Valiant* and *Monarch* joined the *Arethusa*, and towed her back to the fleet.

* Appendix, Chap. II. No. 166.

A.D. 1778 The loss she sustained in this conflict was eight men killed, and 36 wounded. By the French accounts the Belle Poule had 40 men killed, and 57 wounded.

The Alert came up with a French schooner of 14 guns, which she obliged to strike, with the loss of five men killed, and seven wounded.

On the 18th, the Foudroyant, Courageux, and Robust, brought into the fleet the Pallas French frigate, of 32 guns, and 220 men. The papers which were found on board of the French ships, gave Admiral Keppel an accurate account of their force at Brest, which consisted of 32 sail of the line, and ten or twelve frigates ready for sea. This information determined the admiral to return to Portsmouth for a reinforcement; and on the 27th of June the fleet anchored at Spithead.

On the 8th of July, the French fleet put to sea from Brest, under the command of the Comte D'Orvilliers. The Lively of 20 guns, Captain Biggs, having been left out to watch the motions of the enemy, upon a fog clearing up, found herself in the midst of their fleet, and was taken.

The fleet under Admiral Keppel having been augmented to thirty sail of the line, sailed from Spithead on the 9th of July. On the 23d, the hostile fleets came in sight of each other.* The enemy, who had the advantage of the wind, shewed no inclination for battle, which obliged Admiral Keppel to continue chasing to windward until the 27th, when a favourable shift of wind enabled him to fetch the enemy. Upon which the French admiral edged down in a close line of battle, and opened his fire on the headmost ships. The signal was instantly made to engage, and a furious cannonade was maintained for near two hours, as the fleets passed on contrary tacks. Admiral Keppel then wore to renew the engagement, but observing that the Formidable and some other ships of Sir Hugh Palliser's division, which had been principally engaged, were incapable (from the damages they had sustained) of obeying the signal, he bore down to join them, and formed his line of battle a-head. The night was employed in preparing to renew the action. At day light the next morning, the body of the enemy's fleet was only visible from the mast head, steering with all sail set, for Brest. M. D'Orvilliers, to deceive Admiral

* Appendix, Chap. II. No. 167.

Keppel, left three of his fastest sailing ships, with orders to station themselves at proper distances, and to carry the divisional lights of the flag officers. It was in vain for the admiral to think of a pursuit in the disabled state of his fleet; he therefore resolved to return to England. The loss sustained in this action was 133 killed, and 365 wounded. The enemy's amounted to 165 killed, and 529 wounded. A.D. 1778

On the 18th of August, the French fleet had refitted and put to sea; it continued to cruize off Cape Finisterre until the 18th of September, and then returned to Brest. On the 23d of August Admiral Keppel sailed, and cruized to the westward, without meeting the enemy, until the 11th of September. Upon his return to Portsmouth, many violent disputes arose, and unpleasant insinuations were thrown out, relative to the conduct of Admiral Keppel and Sir Hugh Palliser, in the late engagement with the French fleet. On the 9th of December it terminated, by Sir Hugh Palliser exhibiting four charges against the commander in chief. The lords of the admiralty in consequence issued an order to Sir Thomas Pye, admiral of the white squadron, to hold a court-martial at Portsmouth on the 7th of January ensuing, for the trial of Admiral Keppel. On the 16th of December, a bill was passed, on a motion made by Admiral Pigot, for the above court-martial to be permitted to sit on shore.

On the 30th of December, the Duke of Bolton presented a memorial to his majesty, signed by the twelve following flag officers, wherein they represented the impropriety of Sir Hugh Palliser's conduct; and the injury which the service might derive from such proceedings.

Hawke,	Bristol,
John Moore,	James Young,
Bolton,	Matthew Barton,
Samuel Graves,	Francis Geary,
Hugh Pigot,	Shuldham,
Robert Harland,	Clarke Gayton.

The Fox, of 28 guns, the honourable Captain Windsor, having been left out to reconnoitre the enemy's fleet, was taken, after an obstinate engagement, (in which Captain Windsor was severely wounded,) by La Junon French frigate, of 32 guns, and 220 men.

The Helena schooner, of 12 guns, Captain Thomas Hicks, employed in the same service, was also captured by La Sensible French frigate.

On

A.D. 1778 On the 20th of October, the Jupiter, of 50 guns, Captain Francis Reynolds, and the Medea of 28 guns, Captain James Montagu, being on a cruize in the bay, fell in with a French line of battle ship. At five P. M. the Jupiter brought her to close action, in which she was joined by the Medea, who soon received a dangerous shot between wind and water, which compelled Captain Montagu to bear away for Lisbon. Captain Reynolds continued the engagement with great bravery until eight, when the enemy made sail, and bore away for Ferrol; where it was reported she arrived with the loss of her captain, and 200 men killed and wounded. The Jupiter put into Lisbon to refit.

On the 25th of December, Admiral Lord Shuldhham sailed from Spithead, with above 300 sail of merchantmen under his convoy, which he was to conduct in safety to a certain latitude, and return home. The fleet consisted chiefly of the trade bound to North America, the East and West-Indies.* Off the Berryhead, the Russel, of 74 guns, ran with such violence on board of the London East-Indiaman, that she sunk in less than an hour. The Romulus saved the crew, excepting three or four. The damage the Russel received was so great, that she was ordered to Portsmouth to repair.

On the 21st of April, the Trident, of 64 guns, Captain John Elliot, sailed from Spithead, having on board Lord Carlisle, Mr. Eden, and Captain George Johnstone,† who, with the commanders in chief of the land and sea forces in North America, were appointed to negotiate an accommodation with the congress.

On the 24th of the same month, his Majesty embarked at Greenwich on board the Augusta yacht, accompanied by the Earl of Sandwich, to visit the dock-yards at Chatham and Sheerness. On the 2d of May, his Majesty also visited the dock-yard at Portsmouth, and the fleet at Spithead. Upon this occasion he created Samuel Hood, Esq. commissioner of the dock-yard, and Sir Richard Bickerton, Knt. captain of the Augusta yacht, Baronets; and conferred the honour of knighthood on Digby Dent, Esq. Captain of the flag ship.

* Appendix, Chap. II. No. 168.

† Afterwards Commodore Johnstone, who commanded at Port Praya.

MEDITERRANEAN.

A.D.
1778

The squadron on this station was commanded by Vice-Admiral Robert Duff:* nothing material occurred. The Zephyr sloop of war, commanded by Captain Thomas West, was captured by a French frigate, and carried into Toulon.

NORTH AMERICA.

On the 4th of May, Lord Howe detached Captain Henry with four gallies, and other armed vessels, to co-operate with a detachment of light infantry, under the command of Major Maitland, who were embarked in flat boats, for the purpose of destroying some American armed ships, and other vessels which were lying in the Chesapeake, between Philadelphia and Trenton; this service they executed with great activity and success.†

On the 25th of the same month, Captain Clayton, of the navy, in conjunction with Lieutenant Colonel Campbell, also destroyed a great number of small American armed vessels and boats, which had been collected in the vicinity of Rhode Island.

On the 12th of July, the Comte D'Estaing anchored with the French fleet off Shrewsbury inlet, about four miles from Sandy Hook, where Lord Howe had moored his small squadron in the best order for defence, should he attempt to force his passage over the bar.‡ Upon the appearance of the enemy, one thousand volunteers from the transports, immediately offered their services to man the fleet; such was the ardour among these brave fellows, that even many of those, who it was necessary should remain to

* Appendix, Chap. II. No. 169.

† Armed vessels with Captain Henry.

American ships and vessels destroyed.

<i>Gallies</i>	<i>Ships.</i>	<i>Guns.</i>
Hussar,	Washington (pierced)	32
Cornwallis,	Effingham (ditto)	28
Ferret,	3 sloops, each -	16
Philadelphia,	3 ditto, each -	10
<i>Schooners.</i>	9 large merchant ships.	
Viper,	23 brigs, with a number of schooners	
Pembroke,	and sloops.	
Four gun boats,		
Eighteen flat boats.		

‡ Appendix, Chap. II. No. 170.

take

A. D. 1778 take care of their respective vessels, were found concealed in the boats which were employed to convey their fortunate companions on board of the men of war. The zeal displayed by the masters and mates of the merchant vessels at New York, was equally meritorious; they earnestly solicited employment, and cheerfully took their stations at the guns, and assisted in all other duties of a common sailor. Others put to sea in light vessels, to watch the motions of the enemy, and performed various essential services. One in particular, with a noble disinterestedness, offered to convert his vessel, which was the whole of his fortune, into a fire-ship, to be conducted by himself.* The public spirit, zeal, and bravery, was not less conspicuous among the troops, who contended the point of honour to serve as marines on board the fleet; it was at length decided by lot, which fell to the share of the light infantry and grenadiers. The British fleet lie in this situation for several days, with the continual mortification of seeing vessels, who (mistaking the enemy for the British fleet) were captured, without a possibility of affording them relief.

On the 22d, the French fleet weighed and stood to sea. A few days after Lord Howe was reinforced by the Cornwall, Raisable, Centurion, and Renown.

On the 29th of the same month the enemy's fleet appeared off Rhode Island. A squadron of their frigates entered the Scaunnet passage, where the Kingsfisher sloop of war, and two gallies, were at anchor; their commanders finding they could not escape, set fire to their vessels, and went on shore with the crews. On the 8th of August, the Comte D'Estaing, with a part of his fleet, stood into the harbour of Newport, and anchored between Goat island and Conanicut. The captains of his Majesty's ships, which were lying in the harbour, came to the resolution of destroying their ships, to avoid their being captured by the enemy. The crews were landed to serve the artillery at the batteries.†

* This gentleman's name was Duncan; he was promoted to the rank of lieutenant; and soon after to that of master and commander.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	
† Orpheus,	32	Captain Charles Hudson.	} burnt.
Lark,	32	----- R. Smith.	
Juno,	32	----- Hugh Dalrymple,	
Cerberus,	32	----- John Symonds,	
Flora,	32	----- James Brisbane,	} sunk.
Falcon,	14	Henry Harwood.	

On

On the 9th, Lord Howe made his appearance off Rhode Island,* and the day following D'Estaing put to sea, with a fresh breeze from the N. E. and bore down on the British fleet. Lord Howe edged away to draw the enemy off the land, in hopes of being able to gain the advantage of the wind; but it still continued adverse. On the 12th, he was resolved to risk an action, notwithstanding the great superiority of their force; for this purpose he drew his fleet into the order of battle, and shortened sail. In order to conduct the manœuvres of the fleet, Lord Howe quitted the Eagle, (leaving his flag flying on board that ship) and went on board the Apollo frigate. Scarcely were the fleets arranged in the order of battle, and in momentary expectation of commencing a desperate action, when the wind began to blow with great violence, which soon increased to a dreadful storm, in which both fleets were dispersed. The next day only seven of Lord Howe's fleet were with him. The Apollo having lost her fore mast, he went on board the Phoenix, and steered for New York.†

On the evening of the 13th, the Renown, of 50 guns, Captain Dawson, discovered the Languedoc, of 80 guns, (the French admiral's ship) at anchor, and totally dismasted. Captain Dawson made his attack with great skill and bravery; but the night being extremely dark and tempestuous, he ceased firing, and continued near her with a view of renewing the action the next morning; at day-break, to his great mortification, several of the French ships hove in sight, and bore down to the relief of their distressed admiral. On the same evening, Commodore Hotham, in the Preston, of 50 guns, fell in with the Tonnant, of 80 guns, with only her main mast standing. The commodore made so furious an attack upon her, that she must have shortly surrendered, but for the timely appearance of a part of her own fleet.

On the 16th, the Cæsar, of 74 guns, came up with the

* Appendix, Chap. II. No. 171.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Ardent, -	64	Captain George Keppe
Centurion, -	50	—— J. Braithwaite.
Phoenix, -	44	—— Hyde Parker.
Roebuck, -	44	—— An. Snape Hammond.
Richmond, -	32	—— Lewis Gideon.
Apollo, -	32	—— Ph. Pownal.

A. D. 1776 Before noon on the same day, the whole were landed without opposition. On the 25th, some ships of war were ordered, under Sir Peter Parker, to approach nearer to the town of New York; and another small squadron, under Commodore Hotham, was sent to co-operate with the army, and to cover the general attack.* On the 15th of September, the Americans were driven out of New York; and they were soon after obliged to evacuate the island. General Washington retreated with great skill and address into the Jerseys, where he was pursued by the British troops, who, before the end of November, were in possession of almost the whole of those provinces.

On the 9th of October, Captain Hyde Parker, in the *Phoenix*, with the *Roebuck* and *Tartar*, was sent up the North River, to co-operate with a detachment of the army, to intercept any supplies which might be sent to the Americans by that channel. The ships sustained a heavy cannonade on passing the enemy's batteries; a lieutenant and nine men were killed on board the *Roebuck*, and 18 wounded.

On the 11th of December, Commodore Sir Peter Parker, and General Clinton, were sent with a squadron of ships of war, and a body of land forces, to reduce Rhode Island.† On the approach of the fleet, the Americans abandoned their strong posts, and the island was taken possession of by the general, without the loss of a man. Sir Peter Parker in the mean time blocked up their principal naval force in the harbour of Providence.

On the 11th of October, the squadron under the command of Captain Pringle, on Lake Champlain, attacked that of the Americans,‡ which was drawn up in an advantageous position, to defend the passage between the island of Valicour and the main; the enemy being to windward, the larger vessels could not be worked up, to support the Carleton schooner and gun boats, which maintained a warm action for several hours, in which the enemy had their largest schooner burnt, and a gondola sunk. At night, Captain Pringle called off the vessels engaged, and anchored his fleet in a line, to be ready for the attack the next morning; but General Arnold, who commanded the American squadron,

* Appendix, Chap. II, No. 159, the detached squadron at the reduction of New York.

† Appendix, Chap. II, No. 160.

‡ Appendix, Chap. II, No. 161.

being sensible of the inferiority of his force, availed himself of the darkness of the night, and withdrew towards Crown Point. At day-break none of the enemy's vessels were to be seen: Captain Pringle instantly went in pursuit, and on the 13th, at noon, came up with them a few leagues short of Crown Point. Another action ensued, and continued with great obstinacy for two hours, when the enemy dispersed, and fled in every direction; the Washington galley, with General Waterburn on board, was taken; General Arnold, in the Congress galley, and five others, ran ashore, and were burnt by their own crews, who escaped into the woods. Four or five others effected their escape to Ticonderoga.

The Repulse of 32 guns, Captain Henry Davis, being on a cruize off the Island of Bermudas, foundered in a violent storm; the whole of her crew perished.

Abstract of Captain James Cook's last voyage.*

On the 11th of July, Captain Cook sailed from Plymouth

* A list of the officers who sailed on board the Resolution and Discovery, and how they have been disposed of.

RESOLUTION:

Capt. James Cook,	killed at Owhyee.	
John Gore,	1st lieutenant,	capt. of Green. Hof. dead.
James King,	2d lieutenant,	post captain, since dead.
John Williamson,	3d lieutenant,	post captain, dead,
William Bligh,	master,	post captain.
Phillips,	lieut. marines,	
Lenyon,	master's mate,	lieutenant,
Hervey,	ditto,	master and commander.
Roberts,	ditto,	dead.
Trevanion,	midshipman,	lieutenant, killed a commodore in the Russian service, in an action with the Swedish fleet, 1789.
Gibrow,	midshipman,	dead.
Herfest,	ditto,	lieutenant, commanding a transport, killed at the Sandwich Islands by the natives.
Mead,	ditto,	dead.
Ward,	ditto,	
Taylor,	ditto,	post captain.
Anderson,	surgeon,	dead.
Samwell,	surgeon's mate,	dead.
Davis,	ditto,	
Webber,	draftsman,	
Bayley,	astronomer,	master of the Portf. Acad.

DISCOVERY.

A.D. 1776 mouth Sound in the Resolution, accompanied by the Discovery, Captain Charles Clarke. Omai, a native of Otaheite, who had been brought to England by Captain Furneaux, was sent on board the Resolution to return to his native island. The object of this voyage was to endeavour to discover a passage between the continent of Asia and America. Captain Cook first proceeded to the Cape of Good Hope, and from thence to New Holland. On his passage he discovered two islands, situated between the 46th and 47th degrees of south latitude; and the 37th and 38th of east longitude, to these he gave the name of Prince Edward's Islands; they are barren and covered with snow. Leaving New Holland, Captain Cook sailed for New Zealand, the Friendly and Society Islands; he remained cruizing and exploring among these islands for some time, and then steered to the northward. On the 24th of December, 1777, a small island was discovered, to which Captain Cook gave the name of Christmas Island. It is situated in the latitude of $1^{\circ} 59'$ north, and longitude $202^{\circ} 30'$ east; it is very low, the soil chiefly sand, some cocoa-nut trees, and several small plants and shrubs were growing upon it. Turtle were in great abundance; and many other kinds of fish were caught. No fresh water could be found. The island is between 15 to 20 leagues in circumference. On the 2d of January, 1778, Captain Cook sailed from hence, leaving a bottle on shore with a parchment in it, in which he wrote the following inscription, viz.

Georgius, Tertius Rex, Decembri 31, 1777.

Naves { Resolution, James Cook Pr.
Discovery, Charles Clarke Pr.

DISCOVERY.

Capt. Charles Clarke,	died at Sea 22d Aug. 1779, off Awatka bay.
James Burney,	1st lieutenant, post captain.
James Rickman,	2d lieutenant, still lieutenant.
T. Edgar,	master, lieutenant.
Portlock,	masters' mate, post captain.
Home,	ditto, Lord Marchmont.
Hollenby,	midshipman, dead.
Martin,	ditto, lieutenant.
Vancouver,	ditto, post captain, since dead.
Riou,	ditto, { post captain; killed capt.
Forrester,	ditto, { of the Amazon, 1801.
Law,	surgeon, dead.
Ellis,	surgeons' mate, dead.

Continuing

Continuing his course to the north, on the 18th of the same month a cluster of islands was discovered, to which he gave the name of the Sandwich islands, they lie between the latitude of $21^{\circ} 30'$ and $22^{\circ} 15'$ north, longitude $199^{\circ} 20'$ and $201^{\circ} 30'$ east, almost midway between the coast of California and the Ladrone islands. Captain Cook observes, that these islands may prove extremely useful to the Spaniards, for their Manilla ships to stop and get refreshments, as they are obliged to make the coast of California. Captain Cook remained among these islands until the 2d of February, when the Resolution being driven from her anchorage, he pursued his voyage to the north. On the 6th of March the ships being in the latitude $44^{\circ} 33'$ north, and longitude $235^{\circ} 20'$ east, the coast of America was seen extending from N. E. to S. E. On the 31st an inlet was discovered, in which they anchored, its latitude is $49^{\circ} 33'$ north, and longitude $233^{\circ} 12'$ east. Captain Cook gave it the name of King George's Sound; it is called by the natives Nootka; he speaks of them as an indolent, inoffensive race, who chiefly live by fishing. On his departure he continued to sail along the N. W. coast of America, touching at Prince William's Sound, and the island Onalaska, until he discovered Behring's Straits, which separate it from the continent of Asia. On the 20th of August, 1778, the ships had succeeded so far as to reach the latitude of $70^{\circ} 54'$ north; they were then obstructed in any farther progress by an impenetrable continent of ice. Captain Cook, however, persevered in his endeavours to force his way through until the 25th; but finding it was utterly impracticable, he relinquished the attempt, and steered to the southward, with the intention of passing the winter at the Sandwich islands. On the 26th of November, after having experienced some very tempestuous weather, he got sight of the above islands. Captain Cook continued to explore them until the 17th of January, 1779, when a convenient bay was found in the island of O'Whyeé, where the ships might lye secure and refit; in order to prosecute their voyage again to the north whenever the season should permit. A friendly intercourse subsisted between the natives and the crews of the ships, until the 13th of February, a boat belonging to the Discovery being stolen by the natives, Captain Cook gave directions that no canoe should be permitted to

A.D. 1776 go out of the bay, until it was restored; for which purpose he went on shore the next day to negotiate with the chiefs. At this time a canoe attempted to escape out of the bay, and being fired at from the guard boats, unfortunately a chief was killed. The news soon reached the shore, when a most horrible scene presented itself; the natives flew to their arms, and in great numbers assailed with stones, clubs, and other weapons, Captain Cook and the party of marines with him. The officers in the boats seeing the imminent danger their companions were in, fired among the natives, by which some were killed and wounded; Captain Cook, to spare the further effusion of blood, turned about to give directions for the boats to desist firing, when the islanders rushed forward and stabbed him in the back; he fell with his face into the water. Upon seeing him fall the natives set up a general shout, and dragged his body on shore, where they completed their savage and inhuman work, each shewing a brutal eagerness to share in his destruction. Four marines fell also a sacrifice to these barbarians fury. Lieutenant Philips, of the marines, and three privates swam off to the boats dangerously wounded. The bodies of the slain were carried into the woods; where they were cut up and mangled in a most shocking manner. At the expiration of some days, part of the mutilated body and many of the bones of our much-lamented countryman, Captain Cook, were delivered up to Captain Clarke, who had them committed to the deep with the usual military honours.

The command now devolved on Captain Clarke, who removed on board the *Resolution*, and appointed Lieutenant Gore to the command of the *Discovery*.

On the 20th of February the ships sailed from O'Whyée, continuing to cruize amongst and occasionally to visit the Sandwich islands until the 15th of March; when they took their final departure, and shaped their course to the N. W. On the 23d of April the mountains of Kamtschatka were seen, but strong N. E. winds, attended with frequent fogs, snow, and fleet, prevented the ships from getting into Awatska bay before the 28th. The intense frost and high winds greatly impeded the refitting of the ships, especially in stopping a bad leak, which the *Resolution* had sprung. As the season advanced, the weather became more mild, so that they were in readiness for sea by

by the beginning of June. During their stay at this place, the Russians rendered them every assistance in their power, and treated them with the greatest friendship and hospitality. On the 12th of June Captain Clarke weighed anchor from Awatska bay, and pursued his course to the N. E. along the coast of Kamtschatka. On the 6th of July the ships again entered Bhering's straits, and proceeded as far to the north as the latitude of $70^{\circ} 33'$. Here the quantities of drift and solid ice, by which they were frequently surrounded, and often in imminent danger of being crushed to pieces, put a stop to their farther advancement. Captain Clarke, however, was resolved still to persevere in his endeavours to prosecute the object of his voyage, and for some time struggled against insurmountable difficulties; at length being convinced that no practicable passage existed between the Atlantic and Pacific oceans to the north, he relinquished all further pursuit, and on the 25th of July bore away to the southward, and steered for Awatska bay, in order to refit and repair the damages which the ships had received from the ice. On the 22d of August Captain Charles Clarke, who had been for a considerable time in a deep decline, expired in the 38th year of his age. The next day the ships anchored in Awatska bay. Captain Gore, on whom the command devolved, went on board the Resolution, and appointed Lieutenant King to the command of the Discovery. They continued at this place until the 9th of October; when it was the opinion of Captains Gore and King, with the rest of the principal officers on board, that the ships were in no condition to undertake any more attempts to the northward; it was therefore resolved to execute the further instructions of the admiralty, which were to explore the Japanese islands, and to return home by the coast of China, and the Cape of Good Hope. Nothing very material occurred during the latter part of this voyage. On the 4th of October, 1780, the Resolution and Discovery arrived safe at the Nore, after an absence of four years, two months, and twenty-two days. In the course of this long voyage the Resolution had only five men, who died by sickness, and three of these were in a precarious state of health at their departure from England. The Discovery was still more fortunate, not having lost a man by sickness.

A.D. Supplies granted by parliament for the sea service.

1777			l. s. d.		
	For 45,000 men, including 10,129 } marines and sea ordnance - - }		2,340,000	0	0
	For the ordinary, including half-pay } to sea and marine officers - - }		400,805	2	10
	For building, repairs, &c. - -		465,500	0	0
	For Greenwich hospital - -		4,000	0	0
	Towards discharging the navy debt -		1,000,000	0	0
	Total for the navy - -		4,210,305	2	10
	Total supplies granted for the year	£12,895,543	0	2	

On the 20th of May his Majesty ordered the following promotion of flag officers, viz.

The Hon. John Byron } Rear-Admirals of Blue to be
Earl Bristol } Rear-Admirals of White.

CAPTAINS.

George Mackenzie, Esq. } To be Rear-Admirals of the
Matthew Barton, Esq. } Blue.
Sir Peter Parker, Knt. }

The 6th of February letters of marque and reprisal were granted by the admiralty against the thirteen revolted provinces of America*.

On the 18th of May the Beaver sloop of war of 14 guns, and 125 men, commanded by Captain Jones, being on a cruize off St. Lucia, fell in with, and after a smart action of three quarters of an hour, captured the Oliver Cromwell, American privateer of 24 guns, 10 swivels, and 10 cohorns, and 150 men, commanded by Captain Harman; 20 of whom were killed and as many wounded. The Beaver had three men wounded. She was taken into the service and named the Beaver's prize.

In the month of July the Fox frigate, of 28 guns, Captain Patrick Fotheringham, was taken on the banks of Newfoundland by the Hancock and Boston American frigates, of 32 guns, each commanded by Captains Manley and M'Neil. On the 18th of August these frigates with their prize off the coast of Nova Scotia, were chased by the Rainbow, of 40 guns, Captain Sir George Collier; upon which they separated and steered different courses.

* For the ships employed this year, see Appendix, Chap. II. No. 162.
After

After a pursuit of 39 hours and firing a few guns, the Hancock struck to the Rainbow. During the chase the Flora, of 32 guns, Captain Brisbane, came in sight, and retook the Fox. The Boston made her escape. A.D. 1777

On the 23d of July Lord Howe sailed from Sandy Hook with a fleet of 267 sail, on board of which was embarked a considerable body of troops, destined for the reduction of Philadelphia. They were so much impeded on their passage by calms and contrary winds, that it was the 14th of August before they reached the Chesapeak.

On the 11th of September the American army was defeated in a severe battle fought at Brandywine; General Washington retreated to Philadelphia; but finding that he could not maintain his position there without the hazard of a general action, abandoned that capital to its fate, and continued his retreat several miles higher up the river. On the 26th of the same month the British troops took possession of it. A few days after the Delaware, an American frigate, of 32 guns, assisted by some other armed vessels, attempted to obstruct the troops who were employed to throw up batteries next the sea. Upon the falling of the tide the frigate got aground and was taken; the rest cut their cables and pushed up the river. Captain Andrew Snape Hammond* appointed Mr. Watt, his first lieutenant, to command the Delaware, who pursued and destroyed the whole of them, amounting to seventeen sail; for the active services which Mr. Watt performed, Lord Howe confirmed the appointment. Before the ships of war could proceed higher up the river, it was necessary that several machines (resembling chevaux-de-frize) which the enemy had sunk to block up the channel, should be removed. This arduous undertaking was entrusted to Captain Hammond, who, after much perseverance and great exertions, succeeded in weighing up a sufficient number of them to secure a safe passage for the ships, notwithstanding he was frequently annoyed by the enemy's floating batteries. The next object was to dislodge the enemy from the strong posts which they held at Red bank and Mud islands. To effect this service, on the 22d of October the Augusta, Somerset, and Isis,† were ordered to can-

* The present comptroller of the navy.

† Commanded by the Captains Francis Reynolds, Hon. William Cornwallis, and George Ourry. The Merlin was commanded by Captain Samuel Reeve.

A.D. 1777 nonade the batteries on the island, and a detachment of Hessians were at the same time to attack the redoubt at Red-bank. The channel through which the ships were to pass was found to be still considerably injured; this prevented them from anchoring near enough to the batteries for their fire to have much effect. The Augusta and Merlin sloop took the ground, in this situation they maintained a heavy cannonade, and baffled the efforts of the enemy, who sent down four fire-rafts to destroy them. The Augusta, by some accident, it is believed from the wadding of her own guns, took fire; the flames burst out with so much rapidity and fury, that the crew were obliged to abandon her, and she soon blew up, involving in her destruction the Merlin sloop. Many poor fellows perished; the only officers were Mr. Baldock, second lieutenant of the Augusta, with the chaplain and gunner. The Somerset and Isis were obliged to retire; and the Hessians were repulsed at Red bank with considerable slaughter.

On the 15th of November a more vigorous and successful attack was made on Mud island;* the cannonade was so furious that the enemy were driven from their guns and retired in great precipitation. The Americans on the main soon shared the fate of their companions on Mud island; which opened a free and unmolested communication to Philadelphia by water.

On the 6th of October Commodore Hotham sailed up the north river with a squadron of frigates, to co-operate with a body of troops under the command of Sir Henry Clinton, in hopes of gaining Albany, and forming a junction with the army under General Burgoyne. The forts Montgomery and Clinton were carried by storm. The enemy on their retreat set fire to two new frigates and several other vessels, which were consumed with their artillery and stores: as the fleet and army approached, they also abandoned and burnt fort Constitution and Conti-

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Killed. Wounded.</i>	
* Somerset - -	70	George Ourry - -	0	5
Isis - -	50	Hon. W. Cornwallis - -	0	3
Roebuck - -	44	And. Snape Hammond - -	3	7
Pearl - -	32	Hon. Geo. K. Elphinstone	1	3
Liverpool - -	28	Henry Bellew - -	none	
Vigilant A. S. -	20		2	
Cornwallis galley -			-	2
An armed sloop -	3	Lieut. Botham - -	-	none
				mental

mental village, in the last were barracks for 1500 men; a large boom or chain of a curious construction was either carried away or sunk, its value was estimated at 70,000 sterling. A.D. 1777

In the mean time Sir James Wallace* with a flying squadron, and General Vaughan with a body of light troops, pursued and completed the destruction of the enemy's force in the north river†.

In Canada General Carleton compelled the American army, under General St. Clare, to abandon Ticonderoga; while Captain Lutwidge, who commanded on the lakes, pursued and captured or destroyed their whole remaining naval force.‡ General Burgoyne was not equally fortunate. After having fought two bloody engagements and penetrated as far as Saratoga, he found his army so much reduced; at the same time it was hemmed in on all sides by a superior force of the enemy: in this situation, on the 17th of October, he was under the humiliating necessity of entering into a convention with General Gates.

On the 4th of September the *Camel*, of 20 guns, the honourable Captain William Clement Finch, with the *Druid* and *Weasel* sloops, being in the latitude of $40^{\circ} 33'$ north, and longitude $50^{\circ} 17'$ west, with the North American trade under their convoy, discovered a strange sail bearing down upon them; at five P. M. she had approached to within pistol shot of the *Druid*, which was at some distance to windward of the convoy; and hoisted American colours, at the same time hailed and desired Captain Carteret to strike to the honour of the Congress, followed immediately by pouring a broadside into the *Druid*, by which Captain Carteret was so dangerously wounded that he was obliged to be carried off the deck, and by the same shot the master was killed. Lieutenant John Bouchier, on whom the command devolved, maintained the action with

* Knighted February 13th.

† Appendix, Chap. II. No. 163. Commodore Hotham and Wallace's squadrons.

‡ Vessels destroyed or taken by Captain Lutwidge on Lake George. *Turnbull*, galley, two 18 pounders, two 6 pounders, six 4 pounders, four 2 pounders, and 12 swivels, taken.

Liberty, schooner, laden with powder, taken.

Revenge, sloop, blown up.

Gates, galley, two 12 pounders, two 26 pounders, three 4 pounders, four 2 pounders, and 8 swivels, burnt.

Enterprize, schooner, burnt.

A.D. 1777 great bravery until half past six o'clock, when the enemy hauled to windward and made sail. Lieutenant Bouchier used every effort to pursue her, all of which were ineffectual; the *Druid* was a complete wreck, her masts, rigging, and sails cut to pieces, and five feet water in her hold. The *Camel* and *Weasel* were too far to leeward to render her any assistance. The enemy's ship appeared to be a frigate mounted with 38 or 40 guns. Upon Captain Finch joining the *Druid*, he found she was in too shattered a condition to prosecute the voyage, he therefore ordered Mr. Bouchier to proceed with her to England; on his arrival he was promoted to the rank of master and commander, as a reward for his bravery.

On the 22d of the same month the *Alert* cutter of 10 guns, 10 swivels, and 60 men, commanded by Lieutenant John Bazeley,* at half past seven in the morning came up with and brought to action an American brig privateer; the engagement continued with much gallantry until ten; when the American availing himself of the disabled state of the cutter made sail. By the activity of Lieutenant Bazeley she was soon in a condition to pursue the enemy, and at half past one renewed the action; at two she struck, and proved to be the *Lexington*, of 16 guns, 12 swivels, and 84 men; seven of whom were killed, and 11 wounded. The *Alert* had 2 men killed, and 3 wounded.

OCCURRENCES AT AND NEAR HOME.

1778 Supplies granted by parliament for sea service.

	l.	s.	d.
For 60,000 men, including 11,829 } marines, and sea ordnance -	3,120,000	0	0
For ordinary, including half-pay to } sea and marine officers - -	389,200	16	0
For building, repairs, &c. - -	488,695	0	0
For Greenwich hospital - -	4,000	0	0
Towards discharging the navy debt	1,000,000	0	0
Total for the navy - -	5,001,895	16	0
Total supplies granted for the year	£14,345,497	18	10½

* The present Admiral Bazeley.

On the 23d of January his Majesty ordered the following promotion of flag officers. A.D. 1778

John Reynolds, Esq.	}	Rear-Adm. of White to be Rear-Admirals of the Red.
Sir Hugh Palliser, Bart.		
Hon. John Byron		
Earl Bristol		
George Mackenzie, Esq.	}	Rear-Admirals of Blue to be Rear-Admirals of the White.
Matthew Barton, Esq.		
Sir Peter Parker, Knt.		

Captains.

Hon. Samuel Barrington	}	To be Rear-Admirals of the White.
Marriot Arbuthnot, Esq.		
Robert Roddam, Esq.		
George Darby, Esq.		
John Campbell, Esq.	}	To be Rear-Admirals of the Blue.
Christopher Hill, Esq.		
James Gambier, Esq.		
William Lloyd, Esq.		
Francis William Drake, Esq.		
Sir Edward Hughes, Knt.		
Hyde Parker, sen. Esq.		

January the 29th the following flag officers were promoted.

Sir Charles Hardy, Knt.	}	Admirals of the Blue to be Admirals of the White.
Earl Northesk		
Sir Thomas Pye, Knt.		
Francis Geary, Esq.		
Sir George Bridges Rodney, Bart.	}	Vice-Ad. of the Red to be Ad. of the White.
James Young, Esq.		
Sir Percy Brett, Knt.	}	Vice-Admirals of the Red to be Admirals of the Blue.
Sir John Moore, Bart.		
Sir James Douglas, Knt.		
Lord Edgecombe		
Samuel Graves, Esq.		
William Parry, Esq.		
Hon. Augustus Keppel		
John Amherst, Esq.		
Duke of Cumberland		
Sir Peter Denis, Bart.		
Matthew Buckle, Esq.	}	Vice-Admirals of the White to be Vice-Ad- mirals of the Red.
Robert Mann, Esq.		
Clarke Gayton, Esq.		
John Montagu, Esq.		

Earl

A. D. 1778	Earl Ferrers,	}	Vice-Admirals of the Blue, to be Vice-Admirals of the White.
	Hugh Pigot, Esq.		
	Lord Shuldharn,	}	Rear-Admiral of the Red, to be Vice-Admiral of the White.
	John Vaughan, Esq.		
	John Lloyd, Esq.	}	Rear-Admirals of the Red, to be Vice-Admirals of the Blue.
	Robert Duff, Esq.		
	John Reynolds, Esq.		
	Sir Hugh Palliser, Bart.		
	Hon. John Byron,		
	Earl Bristol,	}	Rear-Admirals of the White, to be Rear-Admirals of the Red.
	George Mackenzie, Esq.		
	Matthew Barton, Esq.		
	Sir Peter Parker, Knt.	}	Rear-Admirals of the Blue, to be Rear-Admirals of the White.
	Hon. Sam. Barrington,		
	John Campbell, Esq.		
	Christopher Hill, Esq.		

On the 18th of March, the French king issued an edict to seize all British ships in the ports of France; and on the 27th of the same month an embargo was laid on all French shipping in the British ports. Both countries were busily employed in the equipment of powerful fleets; and every proceeding indicated a speedy rupture.*

On the 13th of April, a squadron of French ships of war, under the command of the Comte D'Estaing, sailed from Toulon, destined for North America.† Although the sailing of this squadron was made known to the minister on the 27th, no measures were taken to intercept it, until the 5th of June, when Admiral Byron sailed from Spithead‡ in quest of it.

In the night on the 3d of July, the British squadron was dispersed in a heavy gale of wind from the north. The Princess Royal, Invincible, Culloden, and Guadaloupe, were the only ships left with the admiral. On the 6th, the Culloden parted company; and on the 21st, the Invincible and Guadaloupe; the two last bore away for St. John's, Newfoundland, where they arrived in a most crippled con-

* Appendix, Chap. I. No. 189, &c. State of the British and French Navies.

† Appendix, Chap. II. No. 164.

‡ Appendix, Chap. II. No. 164.

dition. On the 5th of August, the Culloden joined the admiral, and on the 11th she again parted company. Admiral Byron alone pursued his course for New York. On the 18th, twelve sail of large ships were perceived at anchor close in shore, which they soon discovered to be part of D'Estaing's squadron. The admiral, finding that he could not possibly get into Sandy Hook, without passing through the enemy, bore away for Halifax, where he arrived on the 26th. A.D. 1778

The command of the channel fleet was conferred on the honourable Admiral Keppel, who, on the 13th of June, sailed from St. Helens on a cruise in the Bay of Biscay.* On the 17th, being about eight leagues to the S. W. of the Lizard, the admiral chased four sail which were observed reconnoitering the fleet. In the evening the Milford came up with, and brought into the fleet the *Licorne* French frigate, of 32 guns and 230 men. The admiral directed Lord Longford, in the *America*, to stay by her all night. The next morning he observed she was making preparations to get off; and remonstrated with the French captain on the impropriety of such conduct; this being of no avail, he then ordered a shot to be fired over her; upon which the Frenchman discharged his whole broadside into the *America*, and instantly struck his colours; fortunately only four men were wounded.

The *Arethusa* and *Alert* cutter pursued the other vessels out of sight of the fleet. At night the *Arethusa* came up with *La Belle Poule*. Captain Marshall informed her commander, that his orders were to conduct him to the British admiral, with which the French captain peremptorily refused to comply; Captain Marshall then fired a shot over her, which was instantly returned by a broadside from the *Belle Poule*. A desperate engagement ensued, and continued with great obstinacy for two hours; by this time they were close in with the French coast; the *Belle Poule* stood into a small bay, from whence a number of boats came out and towed her into a place of safety. The *Arethusa's* main-mast fell over the side, and she was otherwise so disabled, that it was with the utmost difficulty she could clear the land. The next morning the *Valiant* and *Monarch* joined the *Arethusa*, and towed her back to the fleet.

* Appendix, Chap. II. No. 166.

A.D. 1778 The loss she sustained in this conflict was eight men killed, and 36 wounded. By the French accounts the *Belle Poule* had 40 men killed, and 57 wounded.

The *Alert* came up with a French schooner of 14 guns, which she obliged to strike, with the loss of five men killed, and seven wounded.

On the 18th, the *Foudroyant*, *Courageux*, and *Robust*, brought into the fleet the *Pallas* French frigate, of 32 guns, and 220 men. The papers which were found on board of the French ships, gave Admiral Keppel an accurate account of their force at Brest, which consisted of 32 sail of the line, and ten or twelve frigates ready for sea. This information determined the admiral to return to Portsmouth for a reinforcement; and on the 27th of June the fleet anchored at Spithead.

On the 8th of July, the French fleet put to sea from Brest, under the command of the Comte D'Orvilliers. The *Lively* of 20 guns, Captain Biggs, having been left out to watch the motions of the enemy, upon a fog clearing up, found herself in the midst of their fleet, and was taken.

The fleet under Admiral Keppel having been augmented to thirty sail of the line, sailed from Spithead on the 9th of July. On the 23d, the hostile fleets came in sight of each other.* The enemy, who had the advantage of the wind, shewed no inclination for battle, which obliged Admiral Keppel to continue chasing to windward until the 27th, when a favourable shift of wind enabled him to fetch the enemy. Upon which the French admiral edged down in a close line of battle, and opened his fire on the headmost ships. The signal was instantly made to engage, and a furious cannonade was maintained for near two hours, as the fleets passed on contrary tacks. Admiral Keppel then wore to renew the engagement, but observing that the *Formidable* and some other ships of Sir Hugh Palliser's division, which had been principally engaged, were incapable (from the damages they had sustained) of obeying the signal, he bore down to join them, and formed his line of battle a-head. The night was employed in preparing to renew the action. At day light the next morning, the body of the enemy's fleet was only visible from the mast head, steering with all sail set, for Brest. M. D'Orvilliers, to deceive Admiral

* Appendix, Chap. II. No. 167.

Keppel, left three of his fastest sailing ships, with orders to station themselves at proper distances, and to carry the divisional lights of the flag officers. It was in vain for the admiral to think of a pursuit in the disabled state of his fleet; he therefore resolved to return to England. The loss sustained in this action was 133 killed, and 365 wounded. The enemy's amounted to 165 killed, and 529 wounded.

A.D.
1778

On the 18th of August, the French fleet had refitted and put to sea; it continued to cruize off Cape Finisterre until the 18th of September, and then returned to Brest. On the 23d of August Admiral Keppel sailed, and cruized to the westward, without meeting the enemy, until the 11th of September. Upon his return to Portsmouth, many violent disputes arose, and unpleasant insinuations were thrown out, relative to the conduct of Admiral Keppel and Sir Hugh Palliser, in the late engagement with the French fleet. On the 9th of December it terminated, by Sir Hugh Palliser exhibiting four charges against the commander in chief. The lords of the admiralty in consequence issued an order to Sir Thomas Pye, admiral of the white squadron, to hold a court-martial at Portsmouth on the 7th of January ensuing, for the trial of Admiral Keppel. On the 16th of December, a bill was passed, on a motion made by Admiral Pigot, for the above court-martial to be permitted to sit on shore.

On the 30th of December, the Duke of Bolton presented a memorial to his majesty, signed by the twelve following flag officers, wherein they represented the impropriety of Sir Hugh Palliser's conduct; and the injury which the service might derive from such proceedings.

Hawke,	Bristol,
John Moore,	James Young,
Bolton,	Matthew Barton,
Samuel Graves,	Francis Geary,
Hugh Pigot,	Shuldhham,
Robert Harland,	Clarke Gayton.

The Fox, of 28 guns, the honourable Captain Windsor, having been left out to reconnoitre the enemy's fleet, was taken, after an obstinate engagement, (in which Captain Windsor was severely wounded,) by La Junon French frigate, of 32 guns, and 220 men.

The Helena schooner, of 12 guns, Captain Thomas Hicks, employed in the same service, was also captured by La Sensible French frigate.

On

A.D. 1778 On the 20th of October, the Jupiter, of 50 guns, Captain Francis Reynolds, and the Medea of 28 guns, Captain James Montagu, being on a cruize in the bay, fell in with a French line of battle ship. At five P. M. the Jupiter brought her to close action, in which she was joined by the Medea, who soon received a dangerous shot between wind and water, which compelled Captain Montagu to bear away for Lisbon. Captain Reynolds continued the engagement with great bravery until eight, when the enemy made sail, and bore away for Ferrol; where it was reported she arrived with the loss of her captain, and 200 men killed and wounded. The Jupiter put into Lisbon to refit.

On the 25th of December, Admiral Lord Shuldham sailed from Spithead, with above 300 sail of merchantmen under his convoy, which he was to conduct in safety to a certain latitude, and return home. The fleet consisted chiefly of the trade bound to North America, the East and West-Indies.* Off the Berryhead, the Russel, of 74 guns, ran with such violence on board of the London East-Indiaman, that she sunk in less than an hour. The Romulus saved the crew, excepting three or four. The damage the Russel received was so great, that she was ordered to Portsmouth to repair.

On the 21st of April, the Trident, of 64 guns, Captain John Elliot, sailed from Spithead, having on board Lord Carlisle, Mr. Eden, and Captain George Johnstone,† who, with the commanders in chief of the land and sea forces in North America, were appointed to negotiate an accommodation with the congress.

On the 24th of the same month, his Majesty embarked at Greenwich on board the Augusta yacht, accompanied by the Earl of Sandwich, to visit the dock-yards at Chatham and Sheerness. On the 2d of May, his Majesty also visited the dock-yard at Portsmouth, and the fleet at Spithead. Upon this occasion he created Samuel Hood, Esq. commissioner of the dock-yard, and Sir Richard Bickerton, Knt. captain of the Augusta yacht, Baronets; and conferred the honour of knighthood on Digby Dent, Esq. Captain of the flag ship.

* Appendix, Chap. II. No. 168.

† Afterwards Commodore Johnstone, who commanded at Port Praya.

MEDITERRANEAN.

A.D.
1778

The squadron on this station was commanded by Vice-Admiral Robert Duff:* nothing material occurred. The Zephyr sloop of war, commanded by Captain Thomas West, was captured by a French frigate, and carried into Toulon.

NORTH AMERICA.

On the 4th of May, Lord Howe detached Captain Henry with four gallies, and other armed vessels, to co-operate with a detachment of light infantry, under the command of Major Maitland, who were embarked in flat boats, for the purpose of destroying some American armed ships, and other vessels which were lying in the Chesapeake, between Philadelphia and Trenton; this service they executed with great activity and success.†

On the 25th of the same month, Captain Clayton, of the navy, in conjunction with Lieutenant Colonel Campbell, also destroyed a great number of small American armed vessels and boats, which had been collected in the vicinity of Rhode Island.

On the 12th of July, the Comte D'Estaing anchored with the French fleet off Shrewsbury inlet, about four miles from Sandy Hook, where Lord Howe had moored his small squadron in the best order for defence, should he attempt to force his passage over the bar.‡ Upon the appearance of the enemy, one thousand volunteers from the transports, immediately offered their services to man the fleet; such was the ardour among these brave fellows, that even many of those, who it was necessary should remain to

* Appendix, Chap. II. No. 169.

† Armed vessels with Captain Henry.

American ships and vessels destroyed.

<i>Gallies</i>	<i>Ships.</i>	<i>Guns.</i>
Huflar,	Washington (pierced)	32
Cornwallis,	Effingham (ditto)	28
Ferret,	3 sloops, each -	16
Philadelphia,	3 ditto, each -	10
<i>Schooners.</i>	9 large merchant ships.	
Viper,	23 brigs, with a number of schooners	
Pembroke,	and sloops.	
Four gun boats,		
Eighteen flat boats.		

‡ Appendix, Chap. II. No. 170.

take

A. D. 1778 take care of their respective vessels, were found concealed in the boats which were employed to convey their fortunate companions on board of the men of war. The zeal displayed by the masters and mates of the merchant vessels at New York, was equally meritorious; they earnestly solicited employment, and cheerfully took their stations at the guns, and assisted in all other duties of a common sailor. Others put to sea in light vessels, to watch the motions of the enemy, and performed various essential services. One in particular, with a noble disinterestedness, offered to convert his vessel, which was the whole of his fortune, into a fire-ship, to be conducted by himself.* The public spirit, zeal, and bravery, was not less conspicuous among the troops, who contended the point of honour to serve as marines on board the fleet; it was at length decided by lot, which fell to the share of the light infantry and grenadiers. The British fleet lie in this situation for several days, with the continual mortification of seeing vessels, who (mistaking the enemy for the British fleet) were captured, without a possibility of affording them relief.

On the 22d, the French fleet weighed and stood to sea. A few days after Lord Howe was reinforced by the Cornwall, Raisonné, Centurion, and Renown.

On the 29th of the same month the enemy's fleet appeared off Rhode Island. A squadron of their frigates entered the Scaunnet passage, where the Kingsfisher sloop of war, and two gallies, were at anchor; their commanders finding they could not escape, set fire to their vessels, and went on shore with the crews. On the 8th of August, the Comte D'Estaing, with a part of his fleet, stood into the harbour of Newport, and anchored between Goat island and Conanicut. The captains of his Majesty's ships, which were lying in the harbour, came to the resolution of destroying their ships, to avoid their being captured by the enemy. The crews were landed to serve the artillery at the batteries.†

* This gentleman's name was Duncan; he was promoted to the rank of lieutenant; and soon after to that of master and commander.

Ships.		Guns.	Commanders.	
† Orpheus,	-	32	Captain Charles Hudson.	} burnt.
Lark,	-	32	----- R. Smith.	
Juno,	-	32	----- Hugh Dalrymple,	
Cerberus,	-	32	----- John Symonds,	} sunk.
Flora,	-	32	----- James Brisbane,	
Falcon,	-	14	Henry Harwood.	

On

On the 9th, Lord Howe made his appearance off Rhode Island,* and the day following D'Estaing put to sea, with a fresh breeze from the N. E. and bore down on the British fleet. Lord Howe edged away to draw the enemy off the land, in hopes of being able to gain the advantage of the wind; but it still continued adverse. On the 12th, he was resolved to risk an action, notwithstanding the great superiority of their force; for this purpose he drew his fleet into the order of battle, and shortened sail. In order to conduct the manœuvres of the fleet, Lord Howe quitted the Eagle, (leaving his flag flying on board that ship) and went on board the Apollo frigate. Scarcely were the fleets arranged in the order of battle, and in momentary expectation of commencing a desperate action, when the wind began to blow with great violence, which soon increased to a dreadful storm, in which both fleets were dispersed. The next day only seven of Lord Howe's fleet were with him. The Apollo having lost her fore mast, he went on board the Phoenix, and steered for New York.†

On the evening of the 13th, the Renown, of 50 guns, Captain Dawson, discovered the Languedoc, of 80 guns, (the French admiral's ship) at anchor, and totally dismasted. Captain Dawson made his attack with great skill and bravery; but the night being extremely dark and tempestuous, he ceased firing, and continued near her with a view of renewing the action the next morning; at day-break, to his great mortification, several of the French ships hove in sight, and bore down to the relief of their distressed admiral. On the same evening, Commodore Hotham, in the Preston, of 50 guns, fell in with the Tonnant, of 80 guns, with only her main mast standing. The commodore made so furious an attack upon her, that she must have shortly surrendered, but for the timely appearance of a part of her own fleet.

On the 16th, the Cæsar, of 74 guns, came up with the

* Appendix, Chap. II. No. 171.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Ardent, -	64	Captain George Keppe
Centurion, -	50	—— J. Braithwaite.
Phoenix, -	44	—— Hyde Parker.
Roebuck, -	44	—— An. Snape Hammond.
Richmond, -	32	—— Lewis Gideon.
Apollo, -	32	—— Ph. Pownal.

A.D. 1778 *Ifis* of 50, commanded by Captain Rayner, a desperate action ensued, and continued with great obstinacy for an hour and a half, when the Frenchman bore up and put before the wind. Captain Rayner would have pursued her, but that his crippled state rendered it impracticable. In this gallant action the *Ifis* had only one man killed, and 14 wounded. It was said that the *Cæsar* had 70 men killed and wounded; among the latter was M. Bouganville, who lost his right arm.*

On the 4th of September Captain Fanshaw, in the *Carysfort* frigate, and Major-General Grey, with a detachment of the army, destroyed 24 of the enemy's armed vessels and boats at Martha's Vineyard, and in the adjacent harbours and creeks.

On the 12th of the same month Lord Howe resigned the command of the fleet in North America, and sailed for England in the *Eagle*. Rear-Admiral Gambier succeeded to the command.

It was the month of October before Admiral Byron had collected his fleet, and was in readiness to put to sea from New York; from whence he proceeded to cruize off Boston, to block up the French fleet which had taken shelter in that port. Ill fortune continued to pursue this admiral, he had not long arrived upon his station, when a violent storm drove him off the coast and dispersed the squadron, many of the ships were obliged to put into Rhode Island in a most shattered condition. The Comte D'Estaing seized this favourable moment to slip out of Boston and steered for the West-Indies. On the same day (November the 3d) Commodore Hotham left Sandy Hook with a squadron of ships of war and 60 sail of transports, having on board 5000 veteran troops under the command of Major General Grant for the same destination.† These fleets must at times have been no great distance from each

* The Duke of Ancafter served as a volunteer on board the *Ifis*, and distinguished himself with great bravery.

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
† Preston	- -	50	{ Commodore W. Hotham Captain Uppleby
St. Albans	- -	64	—— Rd. Onslow
Nonfuch	- -	64	—— Walter Griffith
<i>Ifis</i>	- -	50	—— James Rayner
Centurion	- -	50	—— Rd. Braithwaite.

other ;

other; they were equally involved in a heavy gale of wind, in which the French were separated and sustained considerable damage; while Commodore Hotham had the good fortune and ability to keep his fleet collected and reached Barbadoes in safety.

A.D.
1778

On the 4th of November Captain Alan Gardner, in the Maidstone of 28 guns and 200 men, being about 60 leagues to the eastward of Cape Henry, fell in with a large French ship, which after a smart engagement he compelled to strike. She proved to be the Lyon, of 40 guns and 216 men; eight of whom were killed, and 18 wounded; she was on her passage from Virginia, bound to Port L'Orient, laden with tobacco. The Maidstone had 4 men killed, and 9 wounded.

NEWFOUNDLAND.

Vice-Admiral Montagu having received intelligence of the hostile proceedings of the French squadron on the coast of America, detached Commodore Evans with a small squadron to seize the islands of St. Pierre and Miquelon. They were taken possession of by his Majesty's forces on the 14th of September. The French fishery was entirely destroyed, and their boats, &c. burnt in all those parts of the island on which they had been permitted to dry their fish.*

LEEWARD ISLANDS.

The honourable Rear-Admiral Barrington commanded his majesty's squadron on this station.

On the 9th of March the Ariadne, of 20 guns, and Ceres sloop of war, of 14 guns, commanded by Captains Pringle and Dacres, being on a cruize off Barbadoes, chased two American frigates. At noon they came up with one of them, which struck after a short resistance, she proved to be the Alfred, of 20 guns, and 180 men. Her consort was the Raleigh, of 32 guns, which escaped.

On the 7th of September the island of Dominico was obliged to surrender to the Marquis de Boullie.

The squadron under Rear-Admiral Barrington was by no means adequate to undertake offensive operations until the arrival of Commodore Hotham in the beginning of

* Appendix, Chap. II. No. 172.

A.D. 1778 December with the reinforcements from North America. The reduction of the island of St. Lucia was immediately determined; the fleet sailed from Barbadoes, and arrived off the island on the 13th of December, on the same day Brigadier-Generals Meadows and Prescott landed in different parts of the Grand Cul de Sac with a considerable body of troops, while Brigadier-General Sir Henry Calder protected the landing place to keep open a communication between the fleet and army. The British forces had not been long in the possession of this part of the island, before the Comte D'Estaing made his appearance with twelve sail of the line, having on board 9000 troops. Admiral Barrington ordered the transports to be warped close in shore, and moored his little squadron with so much skill and judgment as to baffle the repeated attacks of the enemy.* On the 15th the Comte D'Estaing made two desperate attacks on the British squadron; but the determined coolness, resolution, and bravery of its commanders, supported by a steady and well-directed fire from the batteries on shore, compelled him to stand to sea, and relinquish any further attempts. The next day the French fleet were observed plying to windward, and in the evening it anchored off Gros Islet. The French troops which were landed made several attempts to carry the batteries, in all of which they were repulsed, as well as in the field, with a dreadful slaughter. Finding every effort ineffectual to recover the island, they re-embarked, and left the conquerors in quiet possession.

JAMAICA.

On the 3d of March Sir Peter Parker arrived at Port Royal, and took on him the command of his Majesty's squadron.†

On the 8th of July the Ostrich, of 14 guns, and 110 men, commanded by Captain Peter Rainier,‡ being on a cruize off Savannah Point, Jamaica, fell in with, and after a bloody engagement, which continued three hours, captured a French privateer of 16 guns, and 150 men; 30 of whom were killed, and a great number wounded. The

* Appendix, Chap. II. No. 173.

† Appendix, Chap. II. No. 174.

‡ The present Admiral Rainier.

Ostrich had 4 men killed, and 28 wounded; among the latter were captain Rainier and Lieutenant O'Brien. A.D. 1778

EAST INDIES.

On the 10th of August Commodore Sir Edward Vernon, who commanded his Majesty's squadron, being on a cruize off the coast of Coromandel, fell in with the French squadron under M. Tranjolly; an action ensued, and was maintained with great obstinacy for two hours; when the enemy availing himself of the crippled condition of the British ships, made sail and steered for Pondicherry.* On the 21st Sir Edward Vernon again got sight of them, but their superiority in sailing prevented his being able to bring them to action; they however quitted the coast, which gave Sir Edward Vernon an opportunity of taking possession of the anchorage in Pondicherry road, by which means he was enabled to co-operate with the army in the reduction of that place. In October it surrendered to the British arms.

After the above action the Sartine French frigate mistaking the British for her own squadron was taken.

EUROPE.

AT AND NEAR HOME.

Supplies granted by parliament for the sea service.

		<i>l.</i>	<i>s.</i>	<i>d.</i>
For 70,000 men, including 17,389 marines and sea ordnance	}	3,640,000	0	0
For the ordinary, including half-pay to sea and marine officers	}	369,882	6	1
For building, repairs, &c.	-	579,187	0	0
Total for the navy	-	4,589,069	6	1
Total supplies granted for the year		£15,729,654	5	4½

* Appendix, Chap. II. No. 175.

A. D.
1779*Flag Officers employed.*

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>
Portsmouth.		
Sir Thomas Pye,	Admiral of the White,	Diligente
Channel Fleet.		
Sir C. Hardy, Knt.	Admiral of the White,	Victory
G. Darby, Esq.	Vice-Adm. of the Blue,	Britannia
Rob. Digby, Esq.	Rear-Adm. of the Blue,	Prince George
Sir J. L. Ross, Bart.	Rear-Ad. of the Blue,	Royal George
Mediterranean.		
Rob. Duff, Esq.	Vice-Adm. of the Blue,	Panther
North America.		
Mar. Arbuthnot, Esq.	Vice-Ad. of the Blue,	Europe
Sir Geo. Collier, Knt.	Commodore,	Raisable
Newfoundland.		
R. Edwards, Esq.	Rear-Ad. of the Blue,	Portland
Leeward Islands.		
Hon. John Byron,	Vice-Adm. of the Blue,	Princess Royal
Hon. S. Barrington,	Vice-Ad. of the Blue,	Prince of Wales
H. Parker, sen. Esq.	Rear-Ad. of the Red,	
Jos. Rowley, Esq.	Rear-Adm. of the Blue,	Suffolk
Jamaica.		
Sir Peter Parker,	Vice-Adm. of the Blue,	Bristol
East-Indies.		
Sir E. Hughes, K. B.	Rear-Ad. of the Red,	Superb
Sir E. Vernon, Kt.	Rear-Ad. of the White,	Rippon
January the 2d, at six o'clock in the morning, a dreadful fire broke out at Greenwich hospital, which was not extinguished till the evening. The chapel, great dining-hall, and five or six wards were entirely consumed.		
In February his Majesty was pleased to order the following promotion of flag officers:		
George Mackenzie, Esq.	} Rear-Admirals of Red to be Vice-Admirals of the Blue.	
Matthew Barton, Esq.		
Sir Peter Parker, Knt.		
Hon. Sam. Barrington		
Marriot Arbuthnot, Esq.	} Rear-Admirals of White to be Vice-Admirals of the Blue.	
Robert Roddam, Esq.		
George Darby, Esq.		
John Campbell, Esq.		

James

A. D.
1779

James Gambier, Esq.	}	Rear-Admirals of Blue to be Rear-Admirals of the Red.
William Lloyd, Esq.		
Francis W. Drake, Esq.		
Sir Edward Hughes, K. B.		
Hyde Parker, sen. Esq.		

Captains.

John Evans, Esq.	}	To be Rear-Admirals of the White.
Mark Milbank, Esq.		
Nicholas Vincent, Esq.		
John Storr, Esq.		
Sir Edward Vernon, Knt.		

Joshua Rowley, Esq.	}	To be Rear-Admirals of the Blue.
Richard Edwards, Esq.		
Thomas Graves, Esq.		
Robert Digby, Esq.		
Sir J. Lockhart Ross, Bart.		

On the 7th of January Admiral Keppel's trial commenced at Portsmouth, and agreeable to an express act of parliament, was held at the governor's house. The members were,

President—Sir Thomas Pye, Admiral of the White.
 Mat. Buckle, Vice-Admiral of the Red.
 John Montagu, Vice-Admiral of the Red.
 Marriot Arbuthnot, Rear-Admiral of the White.
 Robert Roddam, Rear-Admiral of the White.

Captains:

Mark Milbank	Fra. Sam. Drake
Taylor Penny	John Moutray
Wm. Bennet	Adam Duncan
Philip Boteler	James Cranston

The trial lasted until the 11th of February, when the court unanimously proceeded to give sentence as follows:

“ That it is their opinion the charge against Admiral
 “ Keppel is malicious and ill-founded, it having appeared
 “ that the said Admiral, so far from having, by misconduct
 “ or neglect of duty on the days therein alluded to, lost
 “ an opportunity of rendering essential service to the state,
 “ and thereby tarnished the honour of the British navy,
 “ behaved as became a judicious, brave, and experienced
 “ officer.”

On the 12th Admiral Keppel received the thanks of both houses of parliament.

A.D. 1779 On the 26th Admiral Lord Shulldham returned to Spithead with part of the men of war, having left the respective convoys safe, 226 leagues to the westward of the Lizard.

On the 31st, Captain Pownal, in his Majesty's ship *Apollo*, of 32 guns, and 220 men, being on a cruize off the coast of France, gave chase to ten sail, which were soon discovered to be a convoy, escorted by a frigate. The *Apollo* did not get alongside of the frigate till she was within half a mile of the rocks off St. Brieux, when a close action commenced, and continued very obstinate for an hour and a half; the enemy then struck, and proved to be *L'Oiseau* French frigate, mounting twenty-six nine pounders on the main deck, and 224 men, commanded by the Chevalier de Torade; she had left Brest the preceding day with the convoy, the whole of which escaped, by running in among the rocks. The *Apollo* had six men killed, and twenty-two wounded; among the latter were Captain Pownal, and both the lieutenants. The loss of the enemy was never ascertained.

February, his Majesty's frigate *Arethusa*, of 32 guns, Captain Charles Holmes Everitt, was wrecked upon the rocks near Ushant, in pursuit of an enemy. The crew were saved, and treated by the French with great humanity.

On the 14th of February the Hon. Admiral Keppel hoisted his flag on board the *Victory* at Spithead, and resumed the command of the channel fleet.

On the 8th of March, Rear-Admiral Sir Edward Hughes sailed from Portsmouth with a squadron of ships of war* for the East-Indies.

At day break on the 14th of March, his Majesty's cutter the *Rattlesnake*, of ten four pounders, twelve swivels, and sixty men, commanded by Lieutenant Knell, fell in with two French cutters at the back of the Isle of Wight. Upon perceiving the *Rattlesnake*, they bore away to the S. E. Lieutenant Knell immediately gave chase; and at half past one o'clock P. M. (being then about four leagues from Havre de Grace,) came up with, and engaged the largest cutter of 14 guns, 12 swivels, and 92 men: the other cutter, which was a remarkable fast sailer, came up

* See Appendix, Chap. III. No. 176.

to her assistance, and jointly engaged the Rattlesnake until four o'clock, when the largest cutter struck; the other instantly sheered off and attempted to escape; but Lieutenant Knell perceiving her intention, bore down, fired three broadsides, and then carried her by boarding, lest she might have got away by her superiority in sailing. The cutter which had first struck, took the advantage of the Rattlesnake's disabled state, crouded all her sail and escaped. The cutter which Lieutenant Knell brought in was *Le Fenelon*, de Dunkirk, whose commander and twelve men were killed, and 30 wounded. The Rattlesnake had none killed; Lieutenant Knell, one midshipman, and 10 men wounded.

For this gallant action, Mr. Knell was promoted to the rank of master and commander.

March the 19th, Sir Charles Hardy was appointed to succeed Admiral Keppel, who resigned the command of the channel fleet; Vice-Admiral Darby was appointed second in command; and Rear-Admiral Digby third.

April the 12th, a court-martial assembled on board his majesty's ship *Sandwich*, in Portsmouth harbour, to try Sir Hugh Palliser, Vice-Admiral of the Blue. The members were,

President,

John Darby, Esq. Vice-Admiral of the Blue.

Robert Digby, Rear-Admiral of the Blue.

Captains, Richard Kempenfelt,
William Baine,
Adam Duncan,
J. Cranston,
J. Colpoys.

Sir Chaloner Ogle
Joseph Peyton.
Mark Robinson,
Sir C. Goodall.
Robert Linzee.
G. R. Walters.

The court continued sitting until the 5th of May, (Sundays excepted) when, after two days deliberation, it passed the following sentence:

“ The order for the court-martial having been accompanied with the original minutes of the proceedings of the court-martial, lately held for the trial of the Hon. Augustus Keppel; and reciting that it appears by the said minutes, that the several matters were given in evidence at the said trial, respecting the conduct and behaviour of Vice-Admiral Sir Hugh Palliser, on the 27th and 28th of July last, which demand strict examination: the court proceeded to examine witnesses, touching the
“ said

A.D. 1779 “ said several matters, and to try him for the same; and
 “ having maturely considered the whole also what the pri-
 “ soner has alledged in his defence, together with what has
 “ been given in upon evidence in support thereof, are of
 “ opinion that his conduct and behaviour in those days
 “ were in many respects highly exemplary and meritorious;
 “ at the same time cannot help thinking it was incumbent
 “ upon him to have made known to his commander in
 “ chief the disabled state of the Formidable, which he might
 “ have done by the Fox at the time she joined him, or by
 “ other means. Notwithstanding his omission in that par-
 “ ticular, the court are of opinion he is not in any other
 “ respect chargeable with misconduct or misbehaviour on
 “ the days above-mentioned; and therefore they acquit
 “ him, and he is hereby acquitted accordingly.”

Previous to the trial of Sir Hugh Palliser, he resigned his seat at the admiralty board, the lieutenant-generalship of the marines, his government of Scarborough castle, and vacated his seat in parliament.

On the 1st of May Rear-Admiral Arbuthnot sailed from Spithead with a squadron of ships of war,* having under his convoy the trade bound to North America and Newfoundland, the whole consisting of near 300 sail. On his passage down channel, he fell in with the vessel which had been sent express from Jersey to England with the account of the imminent danger that island was in, by an attack from the French. The admiral conceiving that the loss of this valuable island might reflect censure upon him, while he commanded a force in the channel, ordered the convoy to wait for him in Torbay, and proceeded to the relief of Jersey. In consequence of this delay, and a continuance of westerly winds, the convoy did not get clear of the channel before the end of June.

On the 13th of May Sir James Wallace, in his Majesty's ship Experiment, of 50 guns, with two frigates, and two armed brigs,† pursued into Concale bay three French frigates,

* Appendix, Chap. III. No. 177.

English Ships.

† Experiment,	-	50	Sir James Wallace,
Pallas,	-	36	Thomas Spry,
Unicorn,	-	20	John Ford,
Cabot (brig)	-	12	Edmund Dodd.
Fortune (brig)	-	12	

French

gates, a cutter, and several small craft. Eager to place the Experiment close to a battery which was in the bay, and the pilots refusing to venture the ship so near in, Sir James took the risk upon himself, and boldly laid her on shore abreast of the battery, which he very soon silenced, and compelled the crews of the French frigates to abandon their ships; the armed boats of the squadron boarded, and brought off one of the frigates; the other two, with a cutter and several small vessels, were destroyed.

On the 4th of June, the French fleet, under the command of M. D'Orvilliers, consisting of twenty-eight sail of the line, and several frigates, sailed from Brest to join the Spanish fleet at Cadiz.

On the 15th, his royal highness Prince William Henry embarked on board his Majesty's ship Prince George, of 90 guns, to serve as a midshipman in the navy.

On the 16th a proclamation was issued to commence hostilities against Spain, in consequence of the hostile manifesto presented to the British Court, by the Marquis D'Almadover, the Spanish ambassador.

On the same day Admiral Sir Charles Hardy sailed with the channel fleet* from Spithead, to cruize in the bay.

On the 15th of August the combined fleets, consisting of sixty-six sail of the line,† having, by some unaccountable event, escaped the notice of the British fleet, at this time cruizing in the Soundings, entered the channel, and paraded two or three days before Plymouth. Some French frigates anchored in Cawsand bay, and captured a few coasting vessels.

On the 16th of August, the Ardent, of 64 guns, commanded by Captain Philip Boteler, standing down channel, fell in with the enemy's fleet, and mistaking it for the British, was surrounded, and taken in sight of Plymouth.

Strong easterly winds which blew for several days, forced the enemy's fleet out of the channel, and also prevented Sir

French Ships.

La Danae,	-	34	250	taken.
La Valeur,	-	26	160	} burnt.
La Recluse,	-	24	130	
La Dieppe cutter,	-	16	80	

* See Appendix, Chap. II. No. 178.

† See Appendix, Chap. II. No. 179.

A.D. 1779 Charles Hardy from getting in. On the 31st of August the wind shifted to the westward, and the British fleet gained the entrance of the channel in sight of the combined fleets, without their being able to prevent it. The enemy followed (for it cannot be said pursued) our fleet until sun set, when being a little to the eastward of Falmouth, they hauled to the south west, and stood out of the channel. Sir Charles Hardy proceeded off the Edystone, where he anchored the fleet to wait the return of the flood tide; and the next morning anchored at Spithead.

On the 9th of September, the half-pay of the masters in the royal navy was increased as follows:

The twenty-five senior masters (if qualified for first and second rates,) 3s. 6d. per day.

The next seventy-five 3s. per day.

On the 14th of September, his Majesty's ship Pearl, of 32 guns, commanded by Captain George Montagu, being on a cruize off the Western Islands, at six in the morning discovered a large ship in the N. W. which at half past nine being then within six leagues of Corvo, he came up with, and brought to close action, which continued till half past eleven, when she struck, and proved to be the Santa Amonica Spanish frigate, of 32 guns, and 271 men, 38 of whom were killed, and 45 wounded. The Pearl had 12 killed, and 19 wounded.

On the 23d of September, Captain Richard Pearson, of his majesty's ship Serapis, of 40 guns, and the Countess of Scarborough armed ship of 20, commanded by Captain Piercy, being close in with Scarborough with a large convoy; the bailiff of that corporation sent off to inform Captain Pearson that a flying squadron of the enemy's ships had been seen from thence the day before, standing to the southward. Upon receiving this intelligence, Captain Pearson instantly made the signal for the convoy to bear down under his lee; and although he repeated it, they still kept stretching out from under Flamborough head till between twelve and one, when the headmost ship of the convoy got sight of the enemy which were in chace of them; they then tacked and stood in shore, letting fly their top gallant sheets, and firing guns. Captain Pearson made sail to windward, to get between the enemy's ships and the convoy. At one o'clock they were seen from the Serapis's mast head; and at four were discovered from the deck to be
three

three large ships and a brig. The Countess of Scarborough being close in shore with the convoy, Captain Pearson made the signal for her to join him, and for the convoy to make the best of their way. A.D. 1779

At half past five the Countess of Scarborough having joined, Captain Pearson tacked and laid the ships heads in shore, for the better protection of his convoy. The enemy still bearing down, whose force he now perceived to be a two decked ship, and two frigates. At about twenty minutes past seven the largest ship brought to on the Serapis's larboard bow, within musket shot. Captain Pearson hailed to ask what ship it was, he was answered the Princess Royal; upon replying evasively to other questions, an action soon commenced, and after discharging two or three broadsides, the enemy backed his top sails, and dropped within pistol shot on the Serapis's quarter, then filled again, and attempted to board her; but being repulsed, she sheered off: Captain Pearson, in order to get square with the enemy again, backed his topsails; which was no sooner observed by the enemy, then he filled, put his helm a-weather, and laid the Serapis athwart hawse, where she continued some little time, till the jibb boom giving way, they dropped along side of each other head and stern, and so close that the muzzles of the guns touched each others sides. In this position the action continued with great fury from half past eight till half past ten; during which time the Serapis was set on fire ten or twelve times, by combustibles thrown in upon her decks, and other parts of the ship; and it was with the greatest difficulty and exertion that at times the flames were extinguished. About half past nine, either from a hand grenade being thrown into one of the lower deck ports, or some other accident, a cartridge of powder was set on fire, the flames of which communicated from cartridge to cartridge all the way aft, and blew up the whole of the officers and people that were quartered abaft the main mast; this dreadful misfortune rendered all those guns useless the remainder of the action. At the same time the largest of the two frigates kept constantly sailing round, and raking the Serapis with so much effect, that almost every man on the quarter and main decks were killed or wounded. At ten the enemy called for quarter; but on Captain Pearson hailing to enquire if they had struck, and no answer being given, he ordered the boarders to board her;

A. D. her; but the moment they were on board, a superior number
 1779 ber of the enemy were discovered concealed with pikes in their hands, ready to receive them. Upon this the Serapis's crew retreated to their ship, and instantly flew to their guns; but the frigate again pouring a broadside into her stern with great effect, and the main mast falling at the same time, without being able to get a single gun to bear upon her, Captain Pearson was under the painful necessity of ordering the colours to be struck. He was immediately escorted with his first lieutenant, on board the ship alongside, which proved to be the Bon Homme Richard, of 40 guns, and 375 men, commanded by Captain Paul Jones. The frigate which also engaged the Serapis, was the Alliance, of 40 guns, and 300 men. Upon Captain Pearson going on board the Bon Homme Richard, he found her in the greatest distress; her quarters and counter were entirely drove in, the whole of her lower deck guns dismounted; she was also on fire in two places, with six or seven feet water in the hold, which kept increasing upon them so much, that the next day they were obliged to quit her, and she sunk, with a great number of her wounded men on board. The loss she sustained was 306 killed and wounded. The Serapis 49 killed, and 68 wounded.

During this obstinate and bloody contest, Captain Piercy was gallantly and closely engaged with the Pallas, a French frigate, of 32 guns, and 275 men, and the Vengeance brig, of 12 guns, and 70 men; but perceiving another frigate bearing down, he was obliged to surrender after bravely defending the king's ship for two hours. She had 4 men killed, and 20 wounded.

The enemy carried their prizes into the Texel.

This squadron fitted out and sailed from Port L'Orient in July, under the command of Paul Jones, they had on board 300 English prisoners, whom they had taken in different vessels during their cruize.

Upon Captain Pearson's return to England, his Majesty conferred on him the honour of knighthood*. The Royal Exchange Assurance Company presented him with a piece of plate value 100 guineas, and another of 50 to Captain Piercy.

* Sir Richard Pearson is at present Lieutenant-Governor of Greenwich hospital.

The corporation of Hull also presented them with the freedom of that town. A.D. 1779

On the 6th of October his Majesty's ship Quebec, of 32 guns, Captain George Farmer, in company with the Rambler cutter, Lieutenant George, being about 15 leagues to the south-west of Ushant, at day-break discovered a large French frigate and a cutter.* At ten o'clock the frigates got close alongside each other, and began a most furious engagement, which continued for three hours and a half, both were totally dismasted and on board of each other; unfortunately the Quebec by firing through her sails (which were lying over the side) took fire, and the ship was soon in flames, which in spite of every effort could not be extinguished; she continued to burn with unremitting fury till six in the evening, when she blew up with her colours flying; her brave commander, with most of his gallant officers and crew perished. It is said that Captain Farmer was severely wounded, and was frequently solicited to quit his ship; but remained fixt in his resolution of sharing in the fate of his bold companions.† The Rambler brought the French cutter to action at eleven o'clock, and continued closely engaged with her till near two, when the Frenchman set all his sail and bore away; the Rambler's rigging and sails were so much damaged that it was in vain to pursue, and at this moment seeing the disabled state of the two frigates, and that the Quebec was on fire, she hastened to her relief; but being at some distance to leeward, with little wind and a great swell, she was unable to render her any other assistance than that of sending her boat; which brought on board two midshipmen and 14 seamen: a Russian vessel providentially passing the wreck saved 13 more of the crew.

Lieutenant George incautiously mentions in his letter as a reason for not endeavouring to save more of this unfortunate crew, that the enemy's frigate fired at his boat in passing from the Quebec to the cutter. This circumstance was soon after happily cleared up much to the honour and humanity of a brave and generous enemy, who while in

* La Surveillante, of 28 guns eighteen pounders, and twelve six pounders.

† I have since learnt that Captain Farmer threw himself into the sea, but was so extremely weak from the loss of blood that he soon perished.

A.D. 1779 the act of towing their ship out of the reach of the flames, saved the lives of Mr. Roberts the first lieutenant, the second lieutenant of marines, the surgeon, and 36 of the crew. Lieutenant George evidently mistook the guns of the Quebec, which went off as they became heated, for those of the enemy.*

On the 22d of October Admiral Sir Charles Hardy sailed from Spithead on a cruize with the channel fleet.

On the 11th of November Captain Fairfax, in his Majesty's ship Tartar, of 28 guns, and 200 men, being on a cruize with the squadron under Commodore Johnstone, off Cape Finisterre, was directed to chace a sail; which he soon came up with, and after a short action she struck, and proved to be the Santa Margaritta, Spanish frigate, of 28 guns, and 277 men, commanded by Don Andre de Viana. The enemy had one man killed, and three wounded. The Tartar none.

On the 20th of November his Majesty's ship Hussar, of 28 guns, commanded by Captain Elliot Salter, in company with the Chatham, of 50 guns. Captain William Allen, having under their convoy the trade from Lisbon, fell in with a large Spanish ship, which Captain Salter came up with the next morning, and after an action, which continued three quarters of an hour, struck, and proved to be the Nostra Senora del Buen Consugio register ship, pierced for 64 guns, mounting twenty-six 12 pounders and 170 men, from Lima, bound to Cadiz; notwithstanding her having landed most of the treasure at Fyal, she proved a rich prize. The enemy had killed 27 men, and 8 wounded. The Hussar 4 killed, and 10 wounded.

The following privateers were also very fortunate in capturing three register ships.

In September the Amazon, of Liverpool, and the Ranger, of Bristol, after an obstinate engagement of two hours, captured the Santa Incas Spanish man of war, commanded by Don Radosso, from Manilla, bound to Cadiz; she was supposed to be the richest ship taken since the Manilla ship by Lord Anson.

The Dart, of Dartmouth, mounting 14 guns and 60 men, took, without any resistance, the N. S. de Piedat

* Captain Farmer's son was made a baronet, as a proof of the public sense of his father's gallant conduct; and a pension was settled on his widow.

Spanish ship, of 16 guns and 70 men. She had on board 142,117 silver dollars, 38,944 dollars in gold doubloons, 31 ingots of gold, and five ingots of silver, besides a great quantity of other valuable merchandize. A.D
1779

The Antigallican captured and carried into Lisbon a large Spanish ship from the Havannah, bound to Cadiz, valued at 200,000*l*.

On the 26th of December Admiral Sir George Brydges Rodney sailed from Portsmouth, and was joined off Plymouth by eight sail of the line, two frigates, and a cutter.

On the 29th, Captain Fielding, with a squadron under his command, put to sea from St. Helens in quest of a Dutch convoy, which was expected to pass down the channel, bound to Brest with naval stores.

Large sums of money were subscribed this year in all the trading towns and cities in the kingdom for the manning the navy. The East-India Company came forward with the greatest liberality, offering a bounty for the raising of 6000 seamen, and built at their own expence for government three fine seventy-four gun ships, which they named the Ganges, Carnatic, and Bombay Castle.

An order was issued from the Court of France to all its naval commanders, &c. not to molest or interrupt the British circumnavigators, Captains Cook and Clarke.

MEDITERRANEAN.*

Nothing of any importance occurred on this station where the squadron was commanded by Vice-Admiral Duff.

NORTH AMERICA.

Rear-Admiral Gambier having returned home, the command of his Majesty's squadron devolved on Sir George Collier, who, in conjunction with General Sir Henry Clinton, planned an expedition to the Chesapeak, and a descent upon the coast of Virginia.

On the 4th of January the town of Savannah capitulated, and the whole province of Georgia was reduced to obedience by Captain Hyde Parker and Colonel Campbell, who had been dispatched from New York on the 27th of

* See Appendix, Chap. II. No. 180.

A. D. November last with a small squadron*, and a body of
1779 troops for this particular service. Sixteen sail of vessels
of different descriptions were taken or destroyed.

The loss sustained by the British during the attack was:
the navy, 1 killed, 5 wounded; the army, 2 captains, 5
rank and file killed; 1 lieutenant, 18 rank and file
wounded.

In the beginning of May Sir George Collier sailed from
New York with a squadron of ships of war†, and several
transports having on board a body of troops under the
command of Major-General Mathew. The fleet having
entered Hampton road, Sir George Collier shifted his pen-
dant into a frigate, and proceeded up Elizabeth river with
the smaller ships of war and transports, leaving the Rai-
sonable and some armed tenders in Hampton road to block
up that port.

On the 10th of May the troops were landed, and meet-
ing with very little opposition, in less than a fortnight
they destroyed the towns of Norfolk, Suffolk, Portsmouth,
Gosport, and several others of lesser note, together with
the magazines filled with provisions and stores for the
American army. One hundred and thirty ships and ves-
sels of various descriptions were also taken or destroyed,
among the number were two large French ships loaded
with 1000 hogshheads of tobacco. Some ships on the
stocks were burnt, and a quantity of naval stores brought
off with 17 prizes. Towards the end of May the fleet
and army returned to New York, having first demolished
Fort Nelson, and burnt the store-houses and other build-
ings in the dock-yard at Gosport.

* Squadron at the reduction of Georgia.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Phoenix - - -	44	Captain Hyde Parker
Vigilant - - -	20	—— H. C. Christian
Greenwich sloop -	10	Lieut. Walbeoff
Keppel brig - -	12	Lieut. Witworth
Comet galley - -		

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Raifonable - - -	64	Sir Geo. Collier, Commodore
Rainbow - - -	44	
Otter - - -	14	Rich. Creyke
Diligence - - -	14	Lieut. Walbeoff
Harlem - - -	12	—— Rogers
Cornwallis galley -		—— Spry
Some private ships of war and 22 transports.		

On

A. D. 1779 action, gave immediate orders for the equipment of an expedition to the Penobscot, the command of which was given to Commodore Saltenstall and General Lovell.

On the 27th of July the American fleet, consisting of 37 sail, arrived in the river, and began to cannonade the floops of war and battery, which was so ably returned, that the enemy in their repeated attempts to land were repulsed. On the third day they however succeeded, under cover of a most furious cannonade, which obliged the picquets to retire into the fort. The attack was now carried on with great spirit on both sides until the night of the 13th of August, when on a sudden the American fire ceased. At day-light, on the morning of the 14th, to the astonishment of the garrison, it was discovered that the enemy had abandoned their works, and re-embarked their troops and artillery. This mystery was soon cleared up by the appearance of Sir George Collier with a Squadron of ships of war* entering the river; who immediately on receiving the intelligence of the attack at Penobscot sailed from Sandy Hook to its relief†. Commodore Saltenstall at first drew up his Squadron and made a shew of resistance; but on the approach of the British frigates, his resolution soon failed, and a most ignominious flight took place, which terminated in the capture and destruction of the whole American Squadron, amounting to 19 armed vessels and 24 transports, including two taken by the Squadron on its passage.

Soon after Sir George Collier's return to New York, Vice-Admiral Arbuthnot arrived from England, and took on him the command of the fleet.

On the 9th of September the Count D'Estaing anchored with the French fleet, consisting of about 40 sail, including transports, off the bar of Tybee, at the mouth of the river Savannah; this armament was intended for the reduction of Georgia.

The Experiment, of 50 guns, commanded by Sir James Wallace, on her passage from New York to Savannah with supplies, had the misfortune to fall in with the French fleet; and after a most gallant defence, in sight of the whole fleet, was obliged to surrender to the superior force of the enemy. The Experiment a few days before had

* See Appendix, Chap. II. No. 181.

† August the 3d.

been dismasted in a heavy gale of wind, which rendered flight impracticable. A.D. 1779

His majesty's ship *Ariel*, of 20 guns, Captain Thomas Mackenzie, shared the same fate, after a most desperate action with the *Amazon*, of 36 guns.

As soon as the French troops were landed, and a junction formed with those of America from Charlestown, under General Lincoln; the Count D'Estaing sent a most vaunting summons to the garrison at Savannah, demanding its immediate surrender. General Prevost, who commanded, required twenty-four hours for deliberation, which was granted. In this interval Colonel Maitland and Lieutenant Goldesborough, of the navy, with the greatest zeal and perseverance, having surmounted many difficulties, joined the garrison with a reinforcement from the island of Port Royal; the officers, seamen, and marines, with the guns from the ships of war* were landed, and the works put in the best possible state of defence. His majesty's ships the *Rose* and *Savannah* brig being sunk on the bar at the entrance of the river to prevent the approach of the enemy's ships. At the expiration of the time allotted, an answer was returned to the French commander, that the garrison were determined to defend themselves to the last man. Upon the signal gun being fired for the recommencement of hostilities, nothing could prevent the usual ardour of the British seamen from expressing their joy by three loud cheers from the batteries.

The siege was prosecuted with the greatest vigour, at length the enemy began to be considerably weakened and disheartened by repeated attacks, in all of which they were repulsed with great slaughter; the fleet and army also became extremely sickly, which much contributed to reduce their strength. On the 18th of October, upon the clearing up of a fog, it was discovered that the French and Americans had abandoned their camps the preceding night, and to prevent being overtaken in their retreat, had broken down all the bridges. The wreck of the French army was re-embarked, and on the 1st of November the Count D'Estaing departed with a part of his fleet for Europe, and sent the remainder to the West-Indies.

The French army is said to have consisted of 4800 re-

* Appendix, Chap. II. No. 182.

A.D. 1779 gular troops, besides mulattoes and free negroes brought from the West-Indies. The American army under General Lincoln to about 3000 men.

The loss the French sustained on this expedition is computed at 1500 men.

NEWFOUNDLAND.

Rear-Admiral Edwards commanded his Majesty's squadron on this station*, whose cruizers were very vigilant in protecting the fishery and trade from the depredations of the enemy's privateers.

On the 14th of July Captain Samuel Reeve, of his Majesty's ship *Surprize*, of 28 guns, lying in St. John's harbour, received intelligence of an American privateer being off that port; he immediately flipped his cables, and went in pursuit of her; after a short chase she was captured, and proved to be the *Wild Cat*, from Boston, mounting 14 guns and 75 men. The preceding day she had taken the *Egmont* schooner, commanded by Lieutenant Gardiner, who with 20 of his men were on board the privateer.

On the 13th of October Captain Reeve also captured on the banks of Newfoundland the *Jason* and *Monmouth* American privateers, the first a ship of 20 nine pounders, the last, a brig of 14 six pounders, and 65 men.

His Majesty's ship *Licorne*, of 32 guns, commanded by the honourable Captain Cadogan, took, after an action of half an hour, *L'Audacieuse* French privateer, of 24 six-pounders, and 194 men, 22 of whom were killed, and 17 wounded. On the same cruize Captain Cadogan took the *General Sullivan* American privateer, of 24 six-pounders, and 106 men.

WEST-INDIES.

LEEWARD ISLANDS.

On the 6th of January, Vice-Admiral Byron arrived in the West-Indies, and joined Rear-Admiral Barrington at St. Lucia with nine sail of the line.

On the 30th of January, his majesty's sloop the *Weazle*, of 14 guns, commanded by Captain Lewis Robinson, having dispatches on board from Admiral Barrington, fell in with, and was captured off St. Eustatia by *La Boudeuse* French frigate, of 36 guns.

* See Appendix, Chap. II. No. 183.

A.D.
1779

On the 7th of March, Captain Vincent, in the *Yarmouth*, of 64 guns, being on a cruize off the island of Antigua, about five o'clock in the evening discovered and chased six sail: at nine Captain Vincent came up with the largest, which upon being hailed, hoisted American colours, and fired her broadside into the *Yarmouth*; she continued to engage for about twenty minutes, when on a sudden she blew up; being very near to the *Yarmouth*, a great part of the wreck fell on board her, which cut her rigging and sails to pieces, killed five men, and wounded twelve others. On the 12th, Captain Vincent being in chase, saw a large piece of a wreck with four men on it, upon which he gave up the chase, and bore down to pick them up. They proved to be the only remaining part of the unfortunate crew of the ship which had blown up while engaging the *Yarmouth*. These poor wretches had subsisted on nothing but rain water, which they had caught in a piece of an old blanket. Captain Vincent learnt from them, that the ship was the *Randolph* American privateer, of 36 guns, and 305 men.

Towards the middle of June, a very considerable fleet of merchantmen having assembled at St. Christophers from the different West-India Islands, bound to England, induced Vice-Admiral Byron to consider it an object of the greatest importance that they should be safely conveyed clear of the islands; he therefore about the end of the month sailed with his whole force. On his return to St. Lucia on the 1st of July, the admiral received intelligence that the island of St. Vincent had been taken by a small body of French, not exceeding 450, few of whom were regulars, headed by a lieutenant in the navy; also that the Count D'Estaing had availed himself of the absence of the British fleet, to attack the island of Grenada, which, after a very able and gallant defence made by its governor, Lord Macartney, was obliged to surrender at discretion. Admiral Byron immediately sailed, in hopes of being in time to relieve it.

On the morning at day-break of the 6th of July, the enemy's fleet* was discovered getting under sail from St. George's bay, and stretching out to sea; their force at this time not being accurately ascertained; and the admiral hav-

* Appendix, Chap. II. No. 184.

A. D. ing been led to believe that it was not more than equal to
1779 his own; and from the manœuvres of the French admiral, which evidently displayed no desire for battle, and whose ships being all clean, and in general faster sailers than the English, gave him the advantage, should he be obliged to engage, in the mode of attack.

Admiral Byron discovering the intention of the enemy, made the signal for a general chase, and for the ships to engage and to form as they could get up. As the enemy drew into a line of battle, their strength and superiority was plainly perceived; and the signal for chase being still kept abroad with that for a close engagement, a partial action commenced at about half past seven A. M. between Vice-Admiral Barrington, in the Prince of Wales, supported by the Boyne, Sultan, Grafton, Cornwall, Lion, and Monmouth, with almost the whole of the French line, whose advantage in sailing made them elude every effort of the British commanders to bring on a general and decisive action. In this unequal conflict, the Grafton, Cornwall, Lion, and Monmouth, sustained the fire of the whole French line as they passed them on the opposite tack, and were dreadfully disabled. About twelve o'clock the action ceased, but was partially renewed at two, and continued at times a random firing until the evening; when the fleets had increased their distance about three miles. The Lion and Monmouth sustained so much damage, that they were little better than wrecks, and narrowly escaped being cut off by the enemy; the first bore away for Jamaica, where she safely arrived on the 20th; and the Monmouth was ordered to Antigua. At the close of the evening, Admiral Byron drew up his remaining nineteen ships in line of battle, in full expectation that the enemy, from their superiority, would attack him the next morning; but D'Estaing during the night, returned to Grenada, thinking it of much more consequence to preserve his new conquests, than to risk a second action. Admiral Byron proceeded with the fleet to St. Kitts.

The loss sustained in this action amounted to 183 killed, and 346 wounded, of whom four officers were in each list. The French loss was prodigious; the lowest estimate states it at 2700, of which the slain amounted to 1200; so great a slaughter was attributed to the vast number of troops which were crowded on board the ships.

Not

Not long after this action, Vice-Admiral Byron returned to England, and was succeeded in the command by Rear-Admiral Hyde Parker. A. D. 1779

On the 24th of October, Captain John Byron, of his majesty's ship *Proserpine*, of 28 guns, and 200 men, being on a cruise off Martinico, fell in with, and after a short action, captured *L'Alcmene* French frigate, of 30 guns, and 220 men, commanded by M. de Bonneval.*

Captain Byron some time after retook the *Sphinx*.

On the 18th of December, about eight in the morning, the *Preston* being on the look-out between Martinico and St. Lucia, was observed to be standing over with the signal flying, for having discovered a fleet. Rear-Admiral Parker, who was lying with the squadron† in Gros Islet Bay, instantly put to sea, and stretched over to Fort Royal.

The fleet seen was soon discovered to be an enemy's convoy, which, on the appearance of the British squadron in chase, was thrown into the greatest disorder. About four o'clock in the afternoon, nine or ten sail of them were run on shore on the coast of Martinico, and set on fire by the ships boats. By this time the *Boreas* had brought a French frigate to action in Fort Royal bay, and most probably would have carried her, had not M. de La Motte slipped his cables with two other seventy-four gun ships, and bore down to her assistance.

The French admiral, by this bold manœuvre, also saved a part of the convoy, but not without the risk of endangering himself, having stood so far out of the bay before he hauled his wind, as to admit of the *Conqueror*, which was the headmost and weathermost ship of the British squadron, fetching within gun-shot; and from weathering considerably on each tack, produced a heavy cannonade as they approached and passed each other. The resolute and intrepid conduct of that brave officer, Captain Griffith, cannot be better delineated than in Admiral Parker's letter to the admiralty, wherein he says, "The steadiness and
" coolness with which, on every tack, the *Conqueror* received the fire of those three ships, and returned his own,
" working his ship with as much exactness, as if he had
" been turning into Spithead; and, on every board, gain-

* The *Cornwall* and *Ætæon* were in fight.

† Appendix, Chap. II. No. 185.

A.D. 1779 " ing considerably on the enemy, gave me infinite pleasure: towards sun-set the Albion had got well up to second the Conqueror, and the other ships were in action. " The ships having got within the shoals, and within reach of the enemy's batteries, I called them off by the night signal, when it was with inexpressible concern " I then heard that Captain Griffith was killed by the last broadside. The service cannot lose a better man, or " better officer."

The Conqueror, exclusive of Captain Griffith, had three men killed, and eleven wounded.

The convoy was from Marseilles, chiefly laden with provisions and merchandize. Eight sail were taken.*

August 30th, Captain Charles Thompson, in his Majesty's ship Boreas, of 28 guns, fell in with, and after a smart action, captured Le Compas French ship, *armed en flute*, mounting 20 guns, and 140 men. The Boreas had four men killed, and five wounded. The enemy's loss was considerable.

Rear-Admiral Parker returned with his prizes to St. Lucia. On the 10th, intelligence was brought him that three large ships had been seen from the Morne, steering to the northward.

Rear-Admiral Rowley was immediately detached with four sail of the line† in quest of them; and on the 21st he had the good fortune to get sight of the enemy's ships; which, after a chase of several hours, were all captured. They proved to be three large French frigates; La For-

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Tons.</i>	<i>Laden</i>
* Le President,	30	160	550	taken into the service, named Albemarle.
Le Bethun,	30	160	550	
Le Menagere,	30	160	600	
L'Hercule,	30	160	550	
Le Marechal de } Brisac,	22	150	400	} Provisions and merchandize.
Le Juste, -	10	35	200	
La Clerie, -	8	35	180	
Le Jean Henerietta,	2	30	160	

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Suffolk, -	74	{ Rear Admiral Rowley. Capt. H. C. Christian.
Magnificent,	74	— John Elphinstone.
Vengeance,	74	
Stirling Castle,	64	— Ph. Carket.

tunée

tunée, of 42 guns, and 247 men, commanded by M. Marigny; La Blanche, of 36 guns, and 212, M. Galiffoniere; and the Ellis, of 28 guns, and 68 men, M. Fonteneaux. These ships were added to the royal navy. A.D. 1779

JAMAICA.

Vice-Admiral Sir Peter Parker, who commanded his Majesty's ships on this station,* having been informed that the bay men on the Musquitto, and bay of Honduras shores, were in great danger of an attack from the Spaniards; and that they had absolutely landed at St. George's key, which place they had plundered, and treated the inhabitants with great cruelty; in order to protect this settlement from further insults, the admiral dispatched the Porcupine sloop of war, Captain John Pakenham, to co-operate with a small detachment of troops which were sent by the governor of Jamaica, under the command of Captain Dalrymple. About the same time the honourable Captain John Luttrell was detached with a small squadron† to intercept some register ships, which however escaped, and took shelter under the protection of the strong fortress of St. Fernando de Omoa. It fortunately happened that Captain Luttrell fell in with the Porcupine sloop, and the detachment under Captain Dalrymple, returning, having performed the service upon which they had been sent, and entirely driven the Spaniards from that part of the coast.

It was now agreed between the sea and land commanders, to unite their forces, and proceed immediately to the attack of Fort Omoa. On the 15th of October they arrived before the place, and landed the regular troops, baymen, and marines of the squadron, which together did not exceed 600 men. Any thing like a regular siege would have proved destructive to the enterprize, from the strength of the fort, and not having any heavy artillery; it was therefore determined to carry the place by a *coup de main*.

* Appendix, Chap. II. No. 186.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders</i>
† Charon,	- 44	Hon. John Luttrell.
Lowestoffe,	- 28	Charles Parker.
Pomona,	- 28	Charles E. Nugent.
Racehorse,	- 10	Lieut. Trott.

Every

A.D. Every necessary measure was instantly prepared for this
 1779 bold attempt; and on the night of the 16th, a general attack took place by signal on the sea and land side; the fort was stormed with very little resistance; the governor, and principal officers presented their swords and keys to the commandant, with a surrender of the fort, garrison, and ships in the harbour. In the fort was found 250 quintals of quicksilver, and on board the ships about three millions of piaftres.

A singular circumstance is related of a sailor, who singly scrambled over the wall of the fort, with a cutlass in each hand. Thus equipped, he fell in with a Spanish officer just roused from sleep, and who, in the hurry and confusion had forgotten his sword. The tar disdaining to take advantage of an unarmed foe, and willing to display his courage in single combat, presented the officer with one of the cutlasses, telling him, "he scorned any advantage; "you are now on a footing with me." The astonishment of the officer, at such an act of generosity, and the facility with which a friendly parly took place, when he expected nothing else but (from the hostile appearance of his foe) to be cut to pieces, could only be rivalled by the admiration which his relating the story excited in his countrymen. Upon this circumstance being mentioned to Sir Peter Parker, at the return of the squadron, he appointed this intrepid fellow to be boatswain of a sloop of war. A few years after, either in a fit of madness, or intoxication, he forgot his situation, and struck the Lieutenant of the Ferret sloop of war, for which he was tried by a court-martial, condemned to suffer death, and executed.

His Majesty's ship Ruby, of 64 guns, Captain Everitt, the *Æolus*, of 32, Captain , and Jamaica, of 14, Captain , being on a cruize off the island of Gonave, fell in with, and took, after a short chace and running fight, La Prudente French frigate, of 36 guns, commanded by the Viscount D'Escar. Captain Everitt was killed by a random shot. La Prudente was added to the navy.

On the 12th of December, Captain Charles Inglis, of his Majesty's ship Salisbury, of 50 guns, being on a cruize off Port de Sall, in the bay of Honduras, fell in with, and after a spirited action, captured the San Carlos, Spanish private ship of war, mounting 50 guns, and 397 men,
 com-

commanded by Don Juan Antonio Zavelleta, from Cadiz A.D. bound to Fort Omoa; she was laden with brass cannon, 1799 shot, 5000 stand of arms, and other military stores. The Salisbury had four men killed; Mr. Miller, the master, and thirteen men wounded, five of whom died of their wounds.

His Majesty's ship Glasgow, of 20 guns, Captain Lloyd, while at anchor on the north side of the island, was set on fire, by the carelessness of the ship's steward drawing off rum in the spirit room. She was entirely consumed: fortunately the crew were saved.

EAST-INDIES.*

The squadron in the East-Indies, under the command of Sir Edward Hughes, had no opportunity this year of performing any essential service.

* Appendix, Chap. II. No. 187.

END OF VOL. I.

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SUPPLEMENT.

THE deduction of the six-pence per month to the Chest at Chatham, commenced in the year 1590, and was a voluntary gift and contribution, out of the wages of the masters, mariners, shipwrights, and sea-faring men then employed in the service, to be a perpetual relief for hurt and maimed mariners, carpenters, and seamen. When any of the pensioners recover from their hurts, or are admitted into Greenwich Hospital, their pension ceases. A. D.
1590

The origin of the four-pence to the chaplain, and the two-pence to the surgeon, which are the remaining parts of one shilling deduction, under the title of the Chest, is very ancient—the exact date is not known.

Admiralty Office, July 18, 1767.

It is his Majesty's pleasure that the embroidered uniform clothing of flag-officers, and the full dress uniform of captains, commanders, and lieutenants of his Majesty's fleet, be discontinued; and that the frock uniform clothing of the said officers be likewise altered, and worn as follows: 1767

The admiral's frock to have narrow lappels down to the waist, small boot cuffs; a single lace instead of treble lace down to the side skirts; a plain musquetair lace, but in all other respects the same as now worn.

The captains and commanders frocks to have narrow lappels down to the waist, and in all other respects as they are now worn.

The lieutenants frocks to have narrow lappels down to the waist, slash cuffs, like the commanders, without lace, instead of roll cuffs, and in all other respects as now worn.

Jan. 1768. His Majesty having signified his pleasure 1768
VOL. I. I i to

A.D. 1768 to the Lords Commissioners of the Admiralty, that the lappels and cuffs of the military uniform frocks appointed to be worn by the lieutenants of his Majesty's fleet, be for the future white instead of blue cloth, and the waistcoat, &c. plain white cloth, with gilt buttons, of the pattern now worn, without any lace, the lieutenants of his Majesty's fleet are directed to conform strictly thereto.

Admiralty Office, July, 1774.

1774 His Majesty having signified to my Lords Commissioners of the Admiralty, his royal pleasure that the uniform clothing appointed to be worn by the captains and commanders of his fleet shall be altered in the manner mentioned at the foot hereof; that the uniform so altered shall be considered as the full dress, and that a blue frock with embroidered button holes, conformable to the pattern lodged at the Navy Office, be allowed to be worn upon common occasions; their lordships do hereby give notice thereof to the captains and commanders of his Majesty's fleet, and direct and require them respectively to conform strictly thereto.

Alterations in the present uniform Clothing of the Captains and Commanders of his Majesty's Fleet.

The lace on the coat to return round the pockets and sleeves, the lappels and cuffs to be two inches and a half broad; the lace upon the upper part of the lappels to run even with the bottom lace of the collar, the buttons to be flat, with an anchor and cable engraved thereon, according to the pattern lodged at the Navy Office. The waistcoat to be plain instead of laced, the breeches to be of the same colour of the waistcoat, instead of blue, and both to have buttons of the same pattern as the coat.

Undress.

Blue frock lappels, cuffs and collar the same, the collar to button on to the lappels, lap over behind, white shalloon lining, buttons the same as the dress coat, gold embroidered button holes as under-mentioned.

For captains who have taken post three years or upwards, twelve holes in the lappels, by three's, three on the flaps, and three on the sleeves.

For post captains less than three years standing, twelve
holes

holes in the lappels, by two's, four holes on the flaps, and four on the sleeves. A. D. 1774

For commanders, twelve holes in the lappels, regular, three holes on the flaps, and three on the sleeves, waist-coat and breeches the same as for the dress uniform.

ERRATA.—VOL. 1.

Page 78 line 18 stablished, *read* established.

192 — 30 St. Indore, *read* Isidore.

245 — 24 was, *read* were.

247 — 13 d'escade, *read* d'escadre.

258 — 13 and, *read* with.

— — 15 *dele* the word and.

265 — 2 to Halifax, *read* of Halifax.

270 — 6 *dele* the word and.

286 }
287 } Bosque, *read* Basque.

297 — 17 Genave, *read* Gonave.

305 — 1745, *read* 1758.

317 — Anar, *read* Ance.

330 — this mark † in first note should be *

346 — 1760 omitted.

368 — 29 Maderias, *read* Madeiras.

406 — 15 who, *read* which.

422 — 27 in the Lakes, *read* on.

425 — Peter Parker, *read* Sir Peter.

460 — 2 and the British, *read* when.

477 — 1799, *read* 1779.

449 — note, Keppe, *read* Keppel.

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